

FLORIDA HIGHWAYS

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Vol. VII

No. 1



Road 3. Orange City, Volusia County.

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January, 1930

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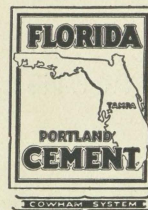
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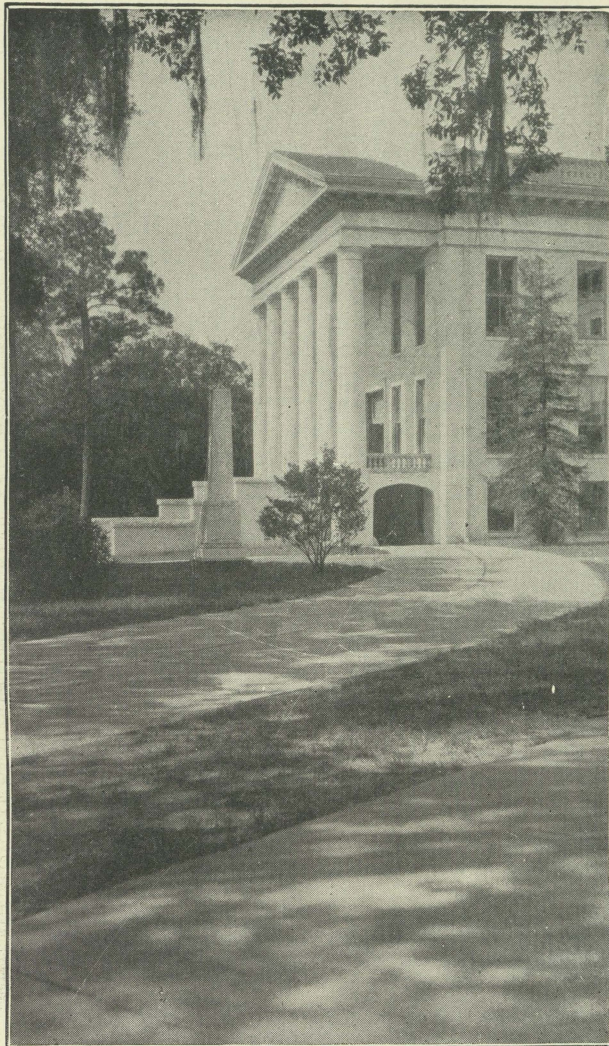
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FLORIDA

Vol. VII
No. 1



HIGHWAYS

JANUARY
1930

Transactions of First Quarterly Meeting of State Road Department for Year 1930

THE first quarterly meeting of the State Road Department for 1930 was begun at the office of the State Road Department, Tallahassee, on Wednesday, January 15th, 1930, at 9 o'clock A. M. The following members were present: Robert W. Bentley, chairman; William A. Shands, Gordon D. Perkins, Ernest R. Graham and Mallie Martin. Mr. Martin, member of the State Road Department from the Third Congressional District, assumed his place as a member, having been appointed and qualified since the last meeting of the Department. B. M. Duncan, State Highway Engineer; Karl Roesch, Secretary; B. A. Meginniss, attorney for the Department, and H. J. Morrison, Highway Engineer for the U. S. Bureau of Public Roads, were also in attendance.

REPORT OF CHAIRMAN

The chairman submitted his usual report of the actions and doings of the Department since it last met, which is as follows:

January 15, 1930.

To the State Road Department:

Gentlemen—My report to the Board at this time shall be brief, and will shortly be supplemented by a report giving in detail the operations of the Department during the year 1929. This latter report will be mailed to you.

Since our last meeting the Chairman, with the Chief Engineer, has visited on one or more occasions all of the important work under way and several of the larger projects which the Department should construct during this year. In November, in company

with Engineer Duncan, Federal Engineers Morrison and Snead and Member Perkins, inspection was made of sites for the San Sebastian bridge at St. Augustine. I would recommend that nothing be done on this until St. Augustine provides a better outlet from the east end of the bridge. A survey of Road 78 in St. Johns and Duval counties resulted in the placing of a convict camp there to start work. This is a mandatory project. The Department is conducting experiments with a view to the use of local materials, thereby lessening cost of construction. Meanwhile, grade is being made ready for surfacing. Dunn's Creek bridge, Road 3, in Putnam county—the condition of this bridge makes advisable that it be included in 1930 budget. Nassau Swamp—made survey of this in company with our engineers and Federal Engineers Morrison and Snead and Member Perkins. The Federal engineers have recommended Federal aid on entire project as a bridge project.

Your chairman and the assistant highway engineer attended the annual convention of the American Association of State Highway Officials at San Antonio, Texas, in November, and found it interesting and instructive.

Acting on authority of the Board, we advertised some 80 old mules and horses and sold them at an average price of about \$20.00 per head.

Contract of B. Booth on Project 755, Polk county, was defaulted, and on request of the surety company this project was re-advertised and contract to complete it was let to John Johnson, of Lakeland, lowest bidder, at \$11,495.64.

Suwannee County—Settlement has been made with Suwannee county as per resolution of the Board passed at the October meeting.

Starke—Prison Farm-Macclenny Road—The Chairman and engineer went over this proposition with Supt. J. S. Blicht, of the State Prison Farm, and he offers us the services of 60 convicts from the farm on grading and surfacing.

Since the last meeting, various necessary supplies have been purchased, after due advertisement. A list of these will be read to you for your approval.

Respectfully submitted,

ROBERT W. BENTLEY, Chairman.

On motion of Mr. Shands, seconded by Mr. Perkins, the above and foregoing report was adopted and ordered made a part of the minutes.

ELECTION OF OFFICERS

The chairman called the attention of the members to the fact that this is the meeting at which chairman and secretary should be elected for the year, and that nominations for the office of chairman were in order.

Mr. Shands nominated Mr. Bentley as chairman of the Department for the year 1930, which nomination was seconded by Mr. Graham, and Mr. Bentley was unanimously re-elected chairman. Mr. Graham nominated Mr. Karl Roesch for re-election as secretary of the Department, which nomination was seconded by Mr. Shands, and Mr. Roesch was unanimously re-elected secretary for the ensuing year.

St. Johns County—Road 47

A delegation from St. Johns county, consisting of Senator W. A. MacWilliams, C. Samuel Johnson and

J. C. Stehlin, appeared before the Department and requested that Road 47 be placed in the 1930 budget for construction.

St. Johns County—Road 48

The chairman announced to this delegation that he and the highway engineer have not yet had an opportunity to go over State Road 48, as they expect to do.

St. Johns County—Road 78

Senator MacWilliams, speaking for the St. Johns county delegation, stated that the county will secure and furnish, as requested by the Department, the necessary right of way for State Road 78 in said county, having already sent in an easement covering approximately 17 miles of said right of way, and that they would also send in a map showing the property owners along said road. The delegation was informed that the Department would proceed with the construction of that portion of State Road 78 as soon as it has definitely determined that the right of way therefor has been secured.

Pinellas County—State Road 17

Mr. John B. Harris presented to the Department an application from the Pinellas Water Company for permission to construct a water pipe line along the right of way of State Road 17 in Pinellas county. Formal written application was filed with the Department, accompanied by sketches and blue prints showing the work proposed to be done. The chairman stated that the engineers of the Department had gone over the proposition and saw no objection to the granting of the request, which he therefore recommended. Thereupon, on motion of Mr. Graham, seconded by Mr. Perkins, the following resolution was adopted:

WHEREAS, The Pinellas Water Company has filed written application for the construction of a water pipe line along the right of way of State Road 17 in Pinellas county, between the Safety Harbor bridge and the intersection of State Road 17 with the Tampa-Tarpon Springs or Memorial Highway, a distance of approximately 6,000 feet, as shown on map and plat attached to said petition, reference to which is here made as a part of this resolution, and also for the crossings of said road at certain points;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, That permission be and the same is hereby granted to Pinellas Water Company, and its successors, to construct a water pipe line on State Road 17 between the Safety Harbor bridge and the intersection of State Road 17 with the Tampa-Tarpon Springs or Memorial Highway, and for crossings of said road, in accordance with its written application, this day filed with this Department, and subject to all the terms and conditions set out in said application.

BE IT FURTHER RESOLVED, That the consent hereby given is conditioned upon said company,

(1) Filing with this Department a good and sufficient corporate surety bond, in the sum of \$5,000.00, conditioned to restore in as good condition as when displaced, such portion of said road as may be disturbed and in a manner satisfactory to the engineer for the State Road Department.



Rock Base Surface Treated, Federal Aid, Road 4.

(2) That such construction shall be done under the supervision of and in accordance with the directions of the engineer of the Department covering such installation.

(3) To arrange with and protect other public service corporations and/or public utilities using or occupying the right of way of said road prior to its occupancy by the Pinellas Water Company.

(4) To pay to the Department the amount of said Department's engineering expenses necessary in the supervision of the construction of said work.

(5) To accept the terms of this resolution and to commence actual construction in good faith within thirty days from this date.

The hour of 10 o'clock A. M. having arrived, the Department adjourned to the hall of the House of Representatives at the State Capitol, for the purpose of receiving bids which had been asked returnable today.

RECEIPT OF BIDS

The hour of 10 o'clock A. M. having arrived, the Department proceeded to open and read bids submitted pursuant to due advertisement for this date and hour on the projects hereinafter set out, which, together with the bidders thereon and the amounts of their several bids, are as follows:

Project 62-A—Road 24—Osceola County Rock Base, Surface Treated

Fred D. Beasley & Co., Tampa.....	\$131,879.32
Duval Eng. & Contr. Co., Jacksonville.....	127,545.29
L. B. McLeod Constr. Co., Tampa.....	112,433.32
Cone Bros. Constr. Co., Tampa.....	130,966.21
Broadbent Constr. Co., Ocala.....	112,592.28
F. W. Long & Co., Jacksonville.....	125,987.99
Langston Constr. Co., Orlando	124,416.05

Project 63-C—Road 4—Broward County Plain Cement Concrete

R. G. Lassiter & Co., Jacksonville—	
9"-6"- 9"	\$428,128.68
10"-8"-10"	428,128.68
Morgan-Hill Paving Co., Miami—	
9"-6"- 9"	446,985.68
10"-8"-10"	431,268.68

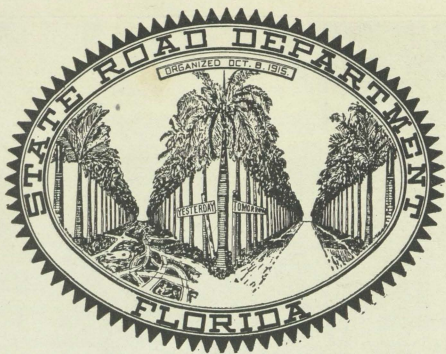
Project 73-A-1—Road 17—Polk County

Rutherford Const. Co., Lake Wales—	
Bit. Conc. (Topeka Type) with binder	
course	\$104,334.79
Sheet Asphalt, with binder course.....	103,044.28
Plain Cement Concrete	86,556.60
Br. Stone Base, with cold mix asphalt	113,262.56
Langston Const. Co., Orlando—	
Bit. Conc. (Topeka Type), with binder	
course	96,767.75
Sheet Asphalt, with binder course.....	94,616.90
H. E. Wolfe Const. Co., St. Augustine—	
Plain Cement Concrete	84,481.23
Br. Stone Base, with cold mix asphalt	97,094.12
Cone Bros. Const. Co., Tampa—	
Bit. Conc. (Topeka Type), with binder	
course	97,410.42
Sheet Asphalt, with binder course.....	95,259.57
Plain Cement Concrete	91,509.61
Wm. P. McDonald Const. Co., Lakeland—	
Br. Stone Base, with cold mix asphalt	80,257.45

Project 74—Road 2—Orange County

Robt. G. Lassiter & Co., Jacksonville—	
Sheet Asphalt	\$421,462.53
Plain Cement Concrete	418,264.56
J. B. McCrary Eng. Corp., Atlanta—	
Plain Cement Concrete	451,133.83

(Turn to page 4.)



Florida Highways

Published Monthly

Official Publication of the State Road Department

PERSONNEL OF DEPARTMENT

ROBERT W. BENTLEY (*Bradenton*), *Chairman*
(*Official Residence, Tallahassee.*)

W. A. SHANDS, *Gainesville*

MALLIE MARTIN, *Crestview*

G. D. PERKINS, *Jacksonville*

ERNEST R. GRAHAM, *Pennsuco*

KARL ROESCH, *Tallahassee, Secretary*

Members.

PERSONNEL OF EMPLOYEES IN GENERAL CHARGE OF THE WORK OF THE DEPARTMENT

Engineering Division

B. M. Duncan, Tallahassee State Highway Engineer
L. K. Cannon, Tallahassee..... Ass't. State Highway Engineer
..... Bridge Engineer
H. C. Weathers, Gainesville..... Testing Engineer
F. W. Berry, Jr., Tallahassee..... Office Engineer
..... Supt. of Equipment

E. K. Fogg, Pensacola..... 1st Division
Counties—Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf,
Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa
Rosa, Wakulla, Walton, Washington.

M. P. Phillips, Lake City..... 2nd Division
Counties—Baker, Bradford, Clay, Columbia, Dixie, Duval, Ham-
ilton, Lafayette, Madison, Nassau, St. Johns, Suwannee, Tay-
lor, Union.

R. C. Fergus, West Palm Beach..... 3rd Division
Counties—Brevard, Broward, Collier, Dade, Glades, Hendry, Indian
River, Lee, Martin, Monroe, Okeechobee, Palm Beach, St. Lucie.

L. B. Thrasher, Ocala..... 4th Division
Counties—Alachua, Citrus, Flagler, Gilchrist, Herndando, Lake,
Levy, Marion, Orange, Putnam, Seminole, Sumter, Volusia.

Henry Wilson, Lakeland..... 5th Division
Counties—Charlotte, Desoto, Hardee, Highlands, Hillsborough,
Manatee, Osceola, Pasco, Pinellas, Polk, Sarasota.

Auditing Division

S. L. Walters, Tallahassee..... Auditor

B. A. Meginniss, Attorney for the Department,
Editor and Business Manager.

TRANSACTIONS OF QUARTERLY MEETING

(Continued from page 3.)

Nelson Bros., Clearwater—	
Plain Cement Concrete	446,484.37
F. W. Long & Co., Jacksonville—	
Bituminous Concrete	430,694.63
Sheet Asphalt	426,959.17
Plain Cement Concrete	474,241.73
H. E. Wolfe Const. Co., St. Augustine—	
Plain Cement Concrete	420,736.81
Rutherford Const. Co., Lake Wales—	
Bituminous Concrete	458,023.79
Sheet Asphalt	456,156.06
Plain Cement Concrete	432,401.87
Cone Bros. Const. Co., Tampa—	
Bituminous Concrete	445,965.35
Sheet Asphalt	436,626.70
Plain Cement Concrete	453,474.30
Manly Const. Co., Ocala—	
Bituminous Concrete	400,191.23
Sheet Asphalt	392,720.31
Langston Const. Co., Orlando—	
Bituminous Concrete	447,893.55
Sheet Asphalt	438,554.90
Plain Cement Concrete	454,234.41

The chairman stated that announcement of award of contracts on the above bids will be made tomorrow morning at 10 o'clock.

HEARING OF DELEGATIONS

The following resolution, offered by Mr. Shands and seconded by Mr. Perkins, was adopted:

BE IT RESOLVED, That the Department do proceed to hear delegations who desire to present the budget requests of the several counties of the State and that the Department do thereafter take said requests up for consideration in regular session, the delegations to be heard in alphabetical order of counties.

Bay County

A delegation from Bay county, composed of J. Ed Stokes, Ira A. Hutchinson, H. W. Johnson, L. H. Howell, J. H. Clancey, E. N. Pagleson, H. P. Edwards, C. W. Brink, J. M. Sapp, O. E. Hobbs, C. D. Russ, M. J. Daffin, Sam Browne, H. L. Suddith and Wm. L. Wilson, presented to the Department the following requests: That hard surfacing of State Road 20 be placed in the 1930 budget, and also that as much of the remainder of the Gulf Coast Highway, between West Bay bridge and Pensacola, be completed this year as possible.

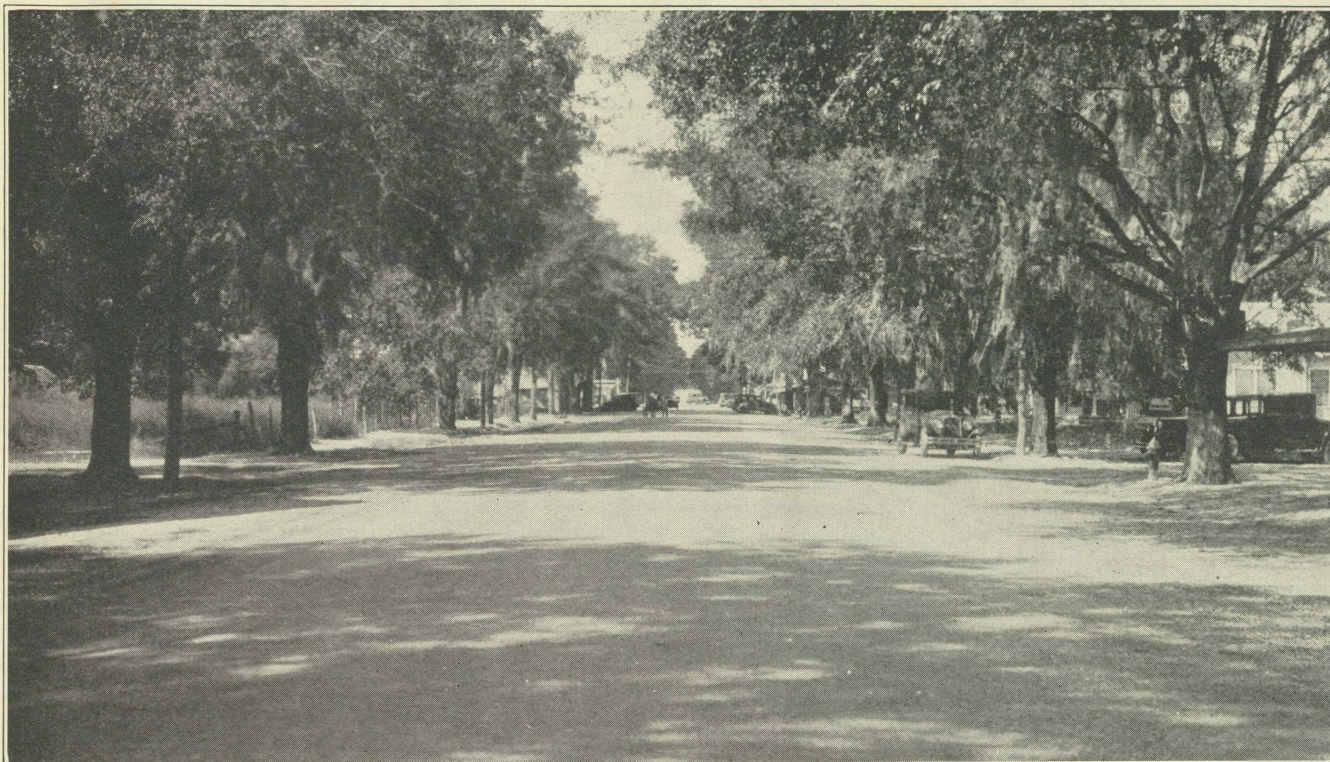
Bradford County

Senator E. M. Johns, Judge A. Z. Adkins and Mr. J. M. Edwards, of Starke, and Hon. W. V. Knott, State Treasurer, appeared before the Department with reference to the road between Raiford and Macclenny, via Starke. They asked that the Department use, if possible, the present grade and let Bradford county furnish the right of way necessary for widening on that location. They were advised that the State highway engineer will confer with Senator Johns and the Bradford county commissioners with a view to making minor revisions in the location as adopted by the Department.

Senator Johns also presented to the Department a request that the State take over Road 48 for maintenance.

Citrus County

Mr. Frederick Van Roy, of Crystal River, pre-



Road No. 19, Levy County. Scene in Williston.

sented to the Department a request that Road 15, in Citrus county, be completed during the year 1930.

Duval County

A delegation consisting of Messrs. H. J. Redevats, E. E. Anders, R. L. Croasdell, M. E. Drane and P. S. Kelly presented to the Department the following requests:

(1) That State Road 1 between Jacksonville and Lake City be widened.

(2) That that portion of State Road 1 between the Jacksonville city limits and Broad street be increased to a width of 40 feet.

(3) That the State widen that portion of State Road 3, between the municipal airport and Trout river.

(4) That the State likewise increase the width of San Jose boulevard, now used as a link in State Road 4.

Escambia County

Messrs. Fred W. Marsh, W. C. Barrineau, H. A. Brosnahan, W. E. Wheat, W. A. Brown, R. L. Hendricks, D. M. Lewis, J. R. Jernigan, S. M. Jernigan, V. A. Jacobie, J. G. Pace, Burgess Pace, A. B. Dooley, L. G. Swartz, A. E. Langford, Frank X. Carroll, Harvey Bayliss, C. F. Shad and Mrs. Lois K. Mayes comprised a delegation from Escambia county, who requested that the State take over for maintenance State Road 104 in Escambia county and do such work thereon as may be necessary, viewing the same from a maintenance standpoint. They also requested the completion during the present year of as much of State Road 10 as possible and the construction of State Road 53.

Franklin County

A delegation from Franklin county, consisting of Dr. A. S. Ham, chairman of the board of county commissioners, Wm. P. Dodd and H. D. Marks, Jr., presented to the Department a request for the construc-

tion of six miles of Road 10 just west of Apalachicola. They also requested the construction of the extension of Road 10 in Franklin county by way of St. Teresa and Perkins Beach.

Gulf County

Mr. E. Clay Lewis of Gulf county asked the Department to continue during the present year the construction of State Road 6 in Gulf county and as much of the construction of the Gulf Coast Highway as may be found possible.

Hernando County

A delegation from Hernando county, composed of A. F. Burns, H. G. Thompson, J. T. Daniel, A. B. Endsley and H. C. Mickler, presented to the Department a request for the construction of that portion of State Road 15 between Brooksville and the Pasco county line, or that the present road be taken over for maintenance and reconstruction. The chairman stated to the delegation that he and the highway engineer expect to make an inspection of this road in the near future.

Hillsborough County

Hon. W. T. Williams, chairman of the board of county commissioners of Hillsborough county, asked that the hearing of his delegation be postponed until after lunch.

At this juncture, on motion of Mr. Shands, seconded by Mr. Perkins, the Department was adjourned until 2:15 o'clock P. M.

AFTERNOON SESSION—2:15 O'CLOCK

Present as at morning session.

Hillsborough County

A delegation from Hillsborough county, consisting of the chairman and other members of the board of county commissioners, H. C. Tillman, attorney, and A. B. Pimm, engineer, brought to the attention of the Department the following matters:

(Turn to Page Nine.)

The Longest Coastal Route in the World

**Last Link of Atlantic Coastal Highway Between Wilmington, N. C., and Charleston, S. C., via Georgetown
Soon to Be Opened**

By HAMILTON M. WRIGHT, in Maine Motorist.

AFTER years of mutual effort upon the part of scores of widely separated communities along the Atlantic seaboard, the great Atlantic Coastal Highway, which skirts the Atlantic Ocean from Maine to the southern tip of Florida, is, at last, more than ninety-five percent completed, and offers the finest all-paved route between the North Atlantic states and the South.

It is the longest coastal route in the world, and leads through regions rich in historical lore. The old Massachusetts home of the Pilgrims where came the early settlers in 1620 to Plymouth Rock, the Virginia Peninsula with the old site of Jamestown, settled in 1607, now inscribed with tablets for the information of tourists, and old St. Augustine, Fla., founded by the Spanish in 1565 are all on the route of the Atlantic Coastal Highway. Much of the route is naturally picturesque, with pine-clad shores indented by innumerable arms of the sea, inlets and sounds, and many rivers which run into the Atlantic Ocean, while all of the larger Atlantic coast ports are traversed by the highway.

Rivers and inlets, heretofore, have forced motorists to make the North and South tours inland where the work of bridging rivers was not so costly and where no estuaries remained to be spanned. Several years ago the fruit of the work of the Atlantic Coastal Highway Association become evident. Road enthusiasts along the whole coast region began to work in unison. New sections of road were built to join up in a through route and new bridges which made it possible to use the route. Motorists bound for points along the coasts of the Carolinas and Georgia, in many instances, had been obliged to go inland to points nearly opposite their destination and then turn east over dirt roads. But roads and bridges opened section after section of the coastal route. The great 141-mile highway across the Florida Keys and ocean gap from Florida City, below Miami, to Key West, became a part of the system, and the citizens of Monroe county hurried the work along. Cuba saw no reason why its 700-mile Central Highway should not become a part of the chain and the Cuban Government promised to install an ocean ferry system for automobiles when its island-long route is completed.

In the north work went on rapidly. The historic Virginia Peninsula marked the only course for any true coastal highway leading south from Richmond. It would traverse a region sure to interest motorists, the seat of Jamestown, Yorktown, scene of Cornwallis surrender, and Williamsburg, home of William and Mary College, home of the first constitutional assembly in the American colonies, which is now being restored by Mr. John D. Rockefeller. But Hampton Roads and the James River formed great water gaps at the end of the Virginia peninsula. Last fall this obstacle was overcome. Three huge steel and concrete bridges were opened at a cost of seven million dollars connecting the highway at Newport News with Portsmouth and Norfolk on the southern shore of Hampton Roads. The largest of these bridges leading across the James River is nearly five miles in length. It is the longest highway bridge in the world and passes

over water sometimes fifty feet in depth. Its enormous lift span can be raised to a height of 150 feet above the water permitting the tallest masted ship, greatest battleship or ocean greyhound to pass in ease beneath. Two other bridges, connected with this one by fine cement highways, across the Nansemond River and Chuckatuck Creek, lead direct into Norfolk. It is a real coastal route traversing the James River and offering innumerable views of Hampton Roads and of Tidewater Virginia and many inlets where oak-clad promontories surmounted by old Virginia mansions and farm houses extend into the bays and arms of the sea. Fishing fleets, cotton fields, peanuts and watermelons, "in season" gives a flavor of the romantic old South. Thence by U. S. route 17 you keep on to the South, skirting the famous Dismal Swamp, which George Washington surveyed, and the lovely Lake Drummond with its beautiful bottle cypress trees growing right out of the water.

This is a real coastal route, never any impassable snows, and no hills, cooler perhaps in summer and warmer in winter than the more inland way, in any event you get the ocean breeze and near Elizabeth City and on through Edenton, the first capital of North Carolina, you cross probably a dozen different arms of Albermarle Sound. At Edenton the New Chowan Bridge spans the Chowan River, one and a half miles in length. At Washington, N. C., which the oldest residents claim as the original Washington and should be the capital of the Nation, and at New Bern where you cross an arm of the Neuse River you are right in contact with the beauties of the tidewater region. You following south to Wilmington. From Wilmington you can continue on Federal Highway No. 17 inland by way of Florence to Bridge just opened at Charleston connects Charleston directly with the coastal road to the north so that it will soon be possible to take the Kings Highway to Myrtle Beach and proceed along the coastal highway to Charleston. This new coastal stretch and the last to complete the Atlantic Coastal Highway as a continuous coastal route will be opened in the near future by the completion of a bridge by the North Carolina State Highway Commission across the river at Wilmington. This will give a continuous coastal route between Wilmington and Charleston via Georgetown. In fact it is possible to make the trip now via Wilmington, Chadburne, Conway, Georgetown and Charleston, going east of Florence a wide margin. This road is not paved but the earth types are completed.

From Charleston you go south on the Coastal Highway to Savannah, Brunswick and Jacksonville. All the highway on this route is paved with the exception of $3\frac{1}{2}$ miles. From Jacksonville you can drive the 366 miles to Miami in a day over a broad level paved highway with remarkably few intersections outside of the towns. Seven miles before reaching Miami turn to the left and come down in front of the city and along the Bay by Biscayne Boulevard.

Those who wish to keep as close to the sea as possible can turn at St. Augustine, 41 miles south of Jacksonville, across the Matanzas Bridge, and follow the Ocean Boulevard, past St. Augustine Beach and

Ormond-Daytona Beach, famed speed course, into Daytona and thence south. The boulevard is somewhat shorter than the State Highway No. 4 leading south from St. Augustine which is also a splendid road.

From Miami you can go across the Florida Keys and ocean passes to Key West, a spectacular 176-mile journey, including an automobile ride of 40 miles. I have seen leaping tarpon right from the bridges of this road.

Within a year or two it will be possible to continue the journey on into Cuba and all the way to Santiago, 500 miles from Havana. In fact, you can make the journey this winter. Automobiles can be taken on the P. & O. steamers between Key West and Havana for \$30 round trip and there is no duty on tourist cars into Cuba. The great Cuban Central Highway, 700 miles long between Pinar del Rio and Santiago de Cuba, is now 59 per cent completed. Already the road is open for considerable distances east and west of Havana and Matanzas which was once two days journey by horesback can now be reached in less than two hours from Havana, and many other sections throughout the island are open for traffic. In eastern Cuba the road travels through lofty tropical mountain ranges, affording magnificent views. The Atlantic Coastal Highway will thus become an international route. Starting from Calais, Me., on this coastal route you will see the ocean or arms of it almost all the way, and between Virginia and Florida it offers more paved road than any other route to the Land of Flowers. From Boston, of course, you take the Post Road to New York, the Lincoln Highway to Philadelphia. From Philadelphia I always drive into Baltimore via Wilmington, Del., as it is ten miles shorter than the inside route and gives you some fine views of the upper end of Delaware Bay though it has the disadvantage of going through more towns. The road between Washington and Baltimore is now almost completed and the single line formations that were needed to get past construction points earlier in the year have become things of the past. U. S.

No. 1 between Washington and Richmond is all that could be desired. There are a couple of clean tourist camps among the pines for those who are not speeding just because this broad smooth stretch leading like a ribbon across the pine-clad hills for 106 miles is so good.

From Richmond U. S. No. 60 down the Virginia Peninsula is also in fine shape, a splendid road, and many traverse the approximate ninety miles in two hours. But that is too fast to see the country. The long hills, the lovely forests, the streams over which Lafayette, Cornwallis, McClellan and Lee and other famed leaders of our Revolutionary and Civil Wars led their troops are too intriguing to be passed like a flash.

Some ambitious persons have driven between New York City and Virginia Beach twenty-one miles beyond Norfolk in a single day. It is really a two days trip for comfort. From Norfolk a new ocean drive now leads to the seashore which has just been completed by the Virginia State Highway Commission. It leads thirty miles along the southern shore of Chesapeake Bay from Ocean View across the beautiful Lynnhaven Inlet, famous for its oysters, to Cape Henry and then along the ocean to Virginia Beach and back straight to Norfolk.

Anyone who can spare a few days or hours in making the coastal highway trip to Florida is recommended to take in Old Point Comfort.

A good view of Old Point which is really an island can be had from the roof of the beautiful new Chamberlin-Vanderbilt Hotel which overlooks Hampton Roads, seat of the historic tussle between the Monitor and Merrimac and America's principal naval base.

On the other side of Hampton Roads, on the Norfolk side, that is, you can take in the Naval Base and its great new airplane fields, also its parade grounds where a whole regiment of Uncle Sam's new sailor recruits may be seen on Fridays in dress parade and performing calisthenics to the inspiring music of Navy bands.

Road Estimates Reach \$900,000,000

States Prepare for Heavy Investment in Modern Highways

By JAMES W. BROOKS, Director, American Highway Educational Bureau, Washington, D. C.

HIGHWAY DEPARTMENTS in forty-four States have completed their estimates of expenditures for road construction and maintenance in 1930. In the four States not yet reporting fully, estimates have been based upon funds available for 1928.

The total estimated amount to be expended in all States during 1930 slightly exceeds \$900,000,000. Even at this rate, as Samuel Eckels, State highway engineer of Pennsylvania and president of the American Association of State Highway Officials, pointed out at recent hearings before the House Committee on Roads, road building is not keeping pace with the increased use of the automobile.

Considering the fact that 1930 highway construction and maintenance will involve nearly one billion dollars, all of which will be spent under State supervision, the speed with which the estimates have been prepared and submitted before the House Committee

on Roads indicates that practically all State highway departments are ready for vigorous and efficient action, and in hearty response to President Hoover's call for full speed ahead in public work.

Viewed in the light of results so far assured in placing a check upon excessive road repairs and motor vehicle operating costs through the construction of substantial highways, this vast sum of nearly one billion dollars will become an investment rather than an expense. The degree of returns, however, that will accrue to the public in this investment will be in direct ratio to the degree of durability built into the road.

Upon the passage of the present Federal aid measure before Congress, States will be able to carry out enlarged road construction programs as follows:

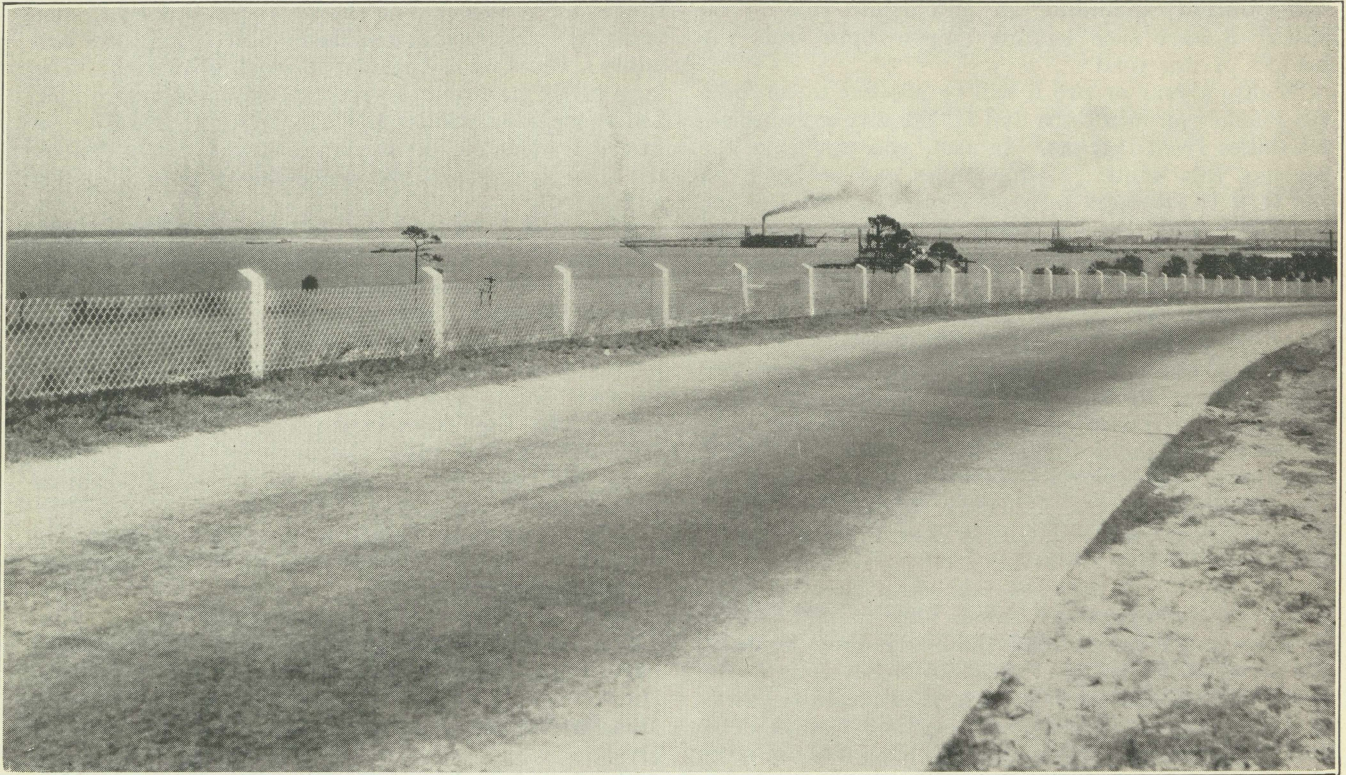
Georgia will expend approximately \$15,000,000 on 1930 road work.

Alabama has ten roads of great importance, both

to State and interstate travel, which need improvement. It is estimated that 1930 road expenditures in that State will reach around \$21,000,000.

Mississippi will expend approximately \$5,600,000. In Florida, many miles of road have been built

without Federal aid, and an increase in Federal funds for highway work is greatly needed to avoid retarding the construction program. Estimated expenditures for 1930 are placed at approximately \$11,000,000.



Project 692, Road 4, St. Lucie County.

Highway Engineers to Aid in Safety

Elimination of Grade Crossings to Be Pushed Vigorously

By JAMES W. BROOKS, Director, American Highway Educational Bureau, Washington, D. C.

THE reduction of danger points in highway travel is to be one of the outstanding objectives in highway engineering during 1930.

Highway officials realize that whatever else may be done toward impressing upon the public the necessity for more careful driving as a protection against loss of life and limb, a large measure of responsibility rests upon their engineering departments in the elimination of railroad grade crossings. Aside from securing dependability under wheel through substantially built road surfaces, they are keenly alive to the fact that safety in movement must also be assured.

This work of providing for a maximum of safety in motor vehicle operation is to be carried forward through more aggressive effort in overpass and underpass construction, and where possible, through the relocation of roadways at danger points.

For the elimination of grade crossings, more capital is needed. Within a few weeks it is expected that the New Jersey Legislature will take the 1930 lead by adding one cent to the present two-cent gasoline tax rate in that State and apply the additional one cent wholly to the grade crossing problem.

New York has already taken steps toward the same objective in the passage of a \$300,000,000 bond issue for overpass and underpass construction.

During 1928, approximately 1,000 of these extreme danger points in highway travel were eliminated. Of the total amount, nearly 300 were removed by overpass and underpass construction, while slightly over 700 were eliminated by a relocation of roads.

Arkansas led with the elimination of eighty-six death traps, eighty-one of which were accomplished through relocation and the remaining five through underpass and overpass construction.

Missouri followed with eighty-three death trap removals, sixty of which were accomplished through relocation.

Pennsylvania came next with sixty-four safety achievements of this character, followed by South Carolina with fifty-seven, and Alabama with fifty-five.

Maryland reported three grade crossing eliminations for 1928, and Virginia reported a total of twenty-four.

Vermont, Tennessee, Rhode Island and Louisiana each reported one, while Oregon, New Hampshire and Connecticut reported none.

Reports now coming in for 1929 already indicate a considerable advance over 1928 in the reduction of grade crossing danger points.

Notwithstanding the fact that lives are to be saved through the elimination of these death traps, highway officials are still confronted with disheartening opposition from property holders who oppose the relocation of roads for selfish reasons, forgetting that such relocation would lessen the dangers of accident or death in their own families. To prevent their front gates from being isolated, as it were, through

a more logical routing of the roadway, all of the political power they can possibly muster is too often brought to bear against relocation projects which common sense alone would dictate as the right thing to do.

It is the old story over again of personal interest in opposition to the general public good, and because of this fact, highway officials and their engineers have a great deal more to contend with than their ordinary engineering problems.

TRANSACTIONS OF QUARTERLY MEETING

(Continued from Page Five.)

(1) The board of county commissioners has secured right of way for State Road 5 from Tampa to the Pasco county line and requests the Department to construct the road at the earliest possible date.

(2) The county commissioners have acquired and will transfer to the State Road Department the right of way for State Road No. 17, from Plant City to the Polk county line.

(3) The commissioners ask that the Memorial Highway, from the monument at the west city limits of Tampa to the Pinellas county line, be adopted as the route of State Road 17 and taken over for maintenance.

(4) That a resolution be adopted by the Department requesting the county to acquire, by purchase or condemnation, right of way for out-fall ditches at 40th street, on State Road 17.

(5) The commissioners reported that they have settled the dispute with Mr. Moody with reference to the approaches to the Alafia River bridge. They also reported that it is not possible to secure a borrow pit, but that the drainage board will permit the removal of earth from its spoil bank, about four and one-half miles from the fill, to be used in the construction of the same.

(6) That State Road 23 be routed, if possible, beginning at the intersection of Wheeler and Reynolds streets, in Plant City, and proceed westerly along Reynolds street and the Tampa-Plant City brick road through Dover, Seffner and Mango to the intersection of East Broadway and 50th street, near Tampa, thence southerly along 50th street and the Bay Shore road through East Tampa, Ruskin and the Manatee county road to Palmetto.

State Road No. 23

At this juncture, the Hillsborough county delegation was joined by delegations from Pasco, Hernando and Sumter counties to present their requests with reference to State Road 23, which delegations were as follows: Pasco, A. L. Auvil, B. A. Thomas, D. H. Clark, J. S. Sparkman, J. A. Barthle, A. F. Price, W. M. Friedman, W. A. Sparkman, A. J. R. Hill and W. M. Larkin; Hernando, A. F. Burns, A. D. Ensley, Grady Thompson, J. T. Daniels and H. C. Mickler; Sumter, S. W. Getzen, T. M. Edenfield, W. L. Getzen, D. L. Baker and T. J. Owens. Mr. S. W. Getzen, speaking for the combined delegations, requested that the Department place in its 1930 budget of construction what is known as the "dark stretch" on Road 23, that is to say, from Rerdell to Dade City.

Sumter county offers the services, feed and clothing of its convicts while working on this project. A. F. Burns of Hernando county, spoke along the same line and stated that his county will also donate the services of its convicts, though he is not in position to say that they would feed and clothe them. A. L. Auvil of Pasco county supplemented the request and stated that his county will likewise turn over, feed and clothe its convicts while engaged in the same work. Mr. Auvil also requested the Department to take over for maintenance that portion of Road 23, through Pasco and Hillsborough counties to Plant City. W. M. Larkin of Dade City and Messrs. Williams and Watkins of Hillsborough county also requested the construction of the "dark stretch."

Sumter County

Mr. S. W. Getzen, speaking for the Sumter county delegation, requested that the Department survey State Road 71 in said county. Mr. Getzen also requested that the Department construct during 1930 that section of State Road 23 between Coleman and Bevill's Corner, on which subject Mr. T. J. Owens also addressed the Department.

Jackson County

There appeared before the Department a delegation from Jackson county, composed of the following: S. M. Gause, J. T. Sapp, O. L. Olive, H. G. Shores, E. L. McMillan, H. A. Bowles, C. N. Horne, P. D. Bevis, W. J. Singletary, F. M. Holbrook, Bryan Pender, B. R. Willis, J. H. Bevis, Robert Anderson, Berry Yawn, Horace Tindle, Monroe Kirkland, H. L. Grace and W. A. McQuagge, with Mr. Holbrook as spokesman. These gentlemen requested the construction of State Road 90 from Marianna to Neal's Landing, and the construction of Road 52 from the Washington county line to the Alabama line, north of Graceville.

Jefferson County

Senators D. A. Finlayson and T. T. Turnbull appeared before the Department to call attention to the provision of Chapter 13836, Laws of 1929, which provides for the paving of the unpaved portions of State Road 11 during the year 1930. They were assured that the Department is familiar with the law and that its provisions will be carried out. The same gentlemen requested that State Road 19 be paved across Jefferson county, and in the event that it is not found possible to pave the entire length, that that portion between Capps and the Taylor county line be paved without fail.



Project 61-A, Federal Aid, Road 1, Gadsden County.

Leon, Liberty, Wakulla and Taylor Counties

A delegation from the counties of Leon, Liberty, Wakulla and Taylor, consisting of Geo. J. Sullivan, C. M. Ausley, R. H. Gibson, G. B. Perkins and Tom P. Turner, from Leon; F. C. Phillips, Troy Sanders, E. T. Bass and W. H. Walker, from Liberty; A. P. Mathers, R. W. Ashmore, S. C. Ferrell, J. C. Pigott, Jr., R. R. Ashmore and L. L. Pararo, from Wakulla, and J. H. Scales, J. C. O'Rourke, Chas. Hastings and Claude Pepper, from Taylor, came before the Department to present the requests of their counties for work to be included in the 1930 budget. Dr. C. M. Ausley, county commissioner of Leon county, requested that the bridge across the Ocklocknee river on Road 19 be constructed and that the construction of State Road 19 in Liberty county be completed. Mr. W. H. Walker, clerk of the circuit court of Liberty county, likewise asked the Department to complete the construction of State Road 19 in his county, and stated that Liberty county has \$6,500.00 to donate to the State Road Department for the construction of a bridge on said road, and in addition will make available to the Department a ditching machine. Dr. Ausley reminded the Department of its agreement to build the extension of State Road 10 from Wakulla Station to St. Marks when the Federal Government has appropriated funds for the deepening of St. Marks channel, and called attention to the fact that this appropriation has just passed the Federal House of Representatives. Mr. L. L. Pararo, clerk of the circuit court of Wakulla county, also requested the construction of the road from Wakulla Station to St. Marks, and in addition, stated that his county was asking that the Department construct the road from Medart to Panacea Springs and thence to the Ocklocknee river. Mr. Claude Pepper of Taylor county stated that his delegation would appear

later with reference to State Road 19.

State Road 15

Messrs. A. F. Knott of Levy county, Frederick Van Roy of Citrus, A. F. Burns of Hernando, Arthur Auvil of Pasco and Karl B. O'Quinn of Pinellas presented to the Department a request that the route of the Gulf Coast Highway be temporarily fixed over Road 15 to Inglis, thence over Road 81-A to Gulf Hammock, thence over Road 81 to Otter Creek and to Chiefland on Road 19. Mr. Knott, the spokesman, also requested that a recheck of the Department's records as to road mileage on which the Federal Seven Per Cent System is based be made, and in the event that a mistake was made, that the Bureau of Public Roads be requested to make an allowance of Federal Aid on the route indicated. Mr. O'Quinn renewed the offer of Pinellas county to furnish its convicts and to feed and clothe them for use in the construction of any part of State Road 15. Mr. O'Quinn likewise again presented to the Department a request that Stephenson Creek bridge, on Road 15 near Clearwater, be widened during 1930.

State Road 35—Madison County

Messrs. D. F. Burnett, Jr., J. A. Vickers, C. L. Leggett, T. P. McLeod, Y. M. McLeod and G. F. Andrews presented to the Department a resolution of the Board of County Commissioners of Madison county, tendering to the Department \$87,000.00 worth of road bonds of that county, for the purpose of aiding in the paving of Road 35 from Greenville to the Taylor county line, if the Department will provide sufficient additional funds to pave the road. They were informed that their request would be taken under consideration, for action later today.

State Road 19—Taylor County

Messrs. Claude Pepper, J. H. Scales, J. C. O'Rourke and Chas. Hastings composed a delegation from Tay-

lor county who stated that the county commissioners of that county have offered to turn over to the Department \$116,000.00 of Taylor county bonds to be used for paving that portion of State Road 19 between Madison county line and Perry, if the Department will accept same and pave the road.

Okaloosa County

A delegation from Okaloosa county, consisting of Messrs. Purl G. Adams, Lloyd C. Powell, W. H. Mapoles, Claude Hall, J. W. Brooks, L. H. Hughes, F. L. Buckley, S. J. Brown, H. A. Burke, S. Gibson, O. O. Enzor, O. L. Barnegston and E. A. Mooney, stated that the requests of their county had been made known to Mr. Martin, member from the Third Congressional District, and that they hoped the Department would give favorable consideration to the same.

Polk County

Messrs. J. D. Raulerson, Reid Robson, James M. Foley and M. D. Wilson of Polk county presented to the Department a request that the state take over for maintenance that portion of Road 2 between Haines City and the Osceola county line, and that portion of State Road 2 between Polk City and the Lake county line.

Santa Rosa County

A delegation from Santa Rosa county, consisting of C. H. Overman, D. R. Read, R. G. Patterson, S. G. Collins, R. G. Payne, Chas. Foster, Dave Diden and Mrs. Lois K. Mayes, presented the following requests to the Department:

(1) That the construction of State Road 10 in said county be continued.

(2) That State Road 53 be constructed. In this connection it was stated that the county has authorized \$100,000.00 of time warrants and that the proceeds of same, in no event to be less than \$95,000.00, can be turned over to the Department for this purpose.

(3) That the state continue the maintenance of State Road No. 37, and in addition, hard-surface the same, if possible.

(4) That State Road 62 be surveyed and located and, if found possible, constructed.

Walton County

Messrs. W. I. Stinson, chairman of the board of county commissioners, Angus Green and J. J. Ward of Walton county stated that they have indicated their county's requests to Mr. Martin, member of the Department from the Third Congressional District, and requested that the Department give careful consideration to same.

Apportionment of Monies in Preparation of Budget

Senators A. H. Wagg, of West Palm Beach, and A. W. Young, of Vero Beach, presented to the Department the matter of the apportionment of funds available in preparing the budget for 1930. These gentlemen argued that the budget adopted last year should be completed before other items are added to the same, and in addition, that the Department should prepare its budget with the thought in mind of apportioning the money available for new projects on the basis of allotting said funds in proportion to the contribution of the several congressional districts to said funds.

Mr. Shands offered the following resolution:

BE IT RESOLVED, That in making up the budget for 1930 the uncompleted items in the budget for 1929 be given preference over any items except as to those made mandatory by the legislature and those under construction.

Mr. Shands moved the adoption of the resolution, which motion was seconded by Mr. Graham. After some discussion, Mr. Shands stated that he would withdraw the motion at this time with the consent of his second.



Project 40-A, Federal Aid, Road 4, Brevard County.

Madison County—Road 35

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the State Road Department do accept the offer of Madison county to turn over to the Department \$87,000.00 of road bonds for the paving of State Road 35 between Greenville and the Taylor county line, and that this Department do agree to and with said county that it will accept said bonds and pave said section of said road; work, however, not to be commenced until the bonds have been sold and converted into money.

BE IT FURTHER RESOLVED, That when the said bonds are turned over to this Department, that the county of Madison be required to accompany the same with the approving opinion of a bond attorney of national reputation.

BE IT FURTHER RESOLVED, That the chairman be and he is hereby authorized to enter into such agreement with the county of Madison as may be necessary to carry out the purposes and intent of this resolution.

BE IT FURTHER RESOLVED, That the secretary of this Department be and he is hereby instructed to telegraph the chairman of the board of county commissioners of Madison county the action of this Department.

On motion of Mr. Shands, seconded by Mr. Graham, the Department was adjourned until nine o'clock A. M. January 16, 1930.

THURSDAY, JANUARY 16—9:00 A. M.

The Department met pursuant to adjournment. Present as on yesterday.

AWARD OF CONTRACTS

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, This Department, on December 20, 1929, after due advertisement, received bids for the construction of the projects hereinafter set out; and

WHEREAS, The firms and individuals respectively named here were and are hereby determined to be the lowest responsible bidders therefor;

NOW, THEREFORE, BE IT RESOLVED, That contracts for the construction of said projects be and they are hereby awarded, as follows, to-wit:

Proj. 757-B—Concrete Bridge, Road 2, Polk county, to Florida Bridge & Construction Company, Orlando, \$13,849.80.

Proj. 73-B—Two Concrete Bridges, Road 17, Polk county, to Cone Bros. Construction Company, Tampa, \$39,985.95.

Proj. 758-B—Two Concrete Bridges and Overhead Crossing, Road 2, Polk county, to Cone Bros. Construction Company, Tampa, \$53,879.15.

Proj. 70—Bascule Span on Peace River Bridge, Road 5, Charlotte county, to Tampa Shipbuilding & Engineering Company, Tampa, \$41,524.00.

CONDITIONAL AWARD OF CONTRACTS

Mr. Shands offered the following resolution:

WHEREAS, This Department on yesterday, pursuant to due advertisement received bids for the construction of the projects hereinafter mentioned; and

WHEREAS, All of the projects on which said bids were received are Federal aid projects, contemplating participation by the Federal Bureau of Public Roads; and

WHEREAS, This Department has not yet received approval from said Bureau of Public Roads as to the type of construction and approval of the plans, specifications and estimate and authority to construct;

NOW, THEREFORE, BE IT RESOLVED, That contract in each instance be awarded to the lowest responsible bidder on each project, subject to approval as to type by the United States Bureau of Public Roads, and subject further to approval by said bureau of the plans, specifications and estimate and issuance by said bureau of authority to construct.

BE IT FURTHER RESOLVED, That said lowest responsible bidders, subject to the conditions aforesaid, are hereby found and determined to be:

Project 74—Road 2—Orange County

Sheet Asphalt—Manley Const. Co., Ocala \$392,720.31
Bituminous Concrete—Manley Const. Co.,

Ocala 400,191.23

Plain Cement Concrete—Robt. G. Lassiter

Co., Jacksonville 418,264.56

Project 62-A—Road 24—Osceola County

L. B. McLeod Constr. Co., Tampa \$112,333.32

Project 73-A-1—Road 17—Polk County

Cold Mix Asphalt—Wm. P. McDonald

Constr. Co., Lakeland \$ 80,257.45

Plain Cement Concrete—H. E. Wolfe

Constr. Co., St. Augustine..... 84,481.23

Project 63-C—Road 4—Broward County

Both types Concrete—Robt. G. Lassiter

Co., Jacksonville \$428,128.66

BE IT FURTHER RESOLVED, That in the project last above named that the award is made on further condition that the contractor shall use local materials in the 10-8-10 section.

Mr. Shands moved the adoption of the resolution, which was seconded by Mr. Graham and duly passed, Mr. Martin not voting.

Apportionment of Monies in Preparation of Budget

Mr. Shands again offered the resolution which he offered on yesterday, which is as follows:

BE IT RESOLVED, That in making up the budget for 1930 the uncompleted items in the budget for 1929 be given preference over any items except as to those made mandatory by the Legislature and those under construction.

Mr. Shands moved the adoption of the resolution, which was seconded by Mr. Graham. Mr. Martin moved as a substitute that the consideration of the resolution be temporarily passed over, which motion, seconded by Mr. Perkins, failed of adoption.

The question then recurred on the motion to adopt the resolution. On call of the roll on the motion to adopt the resolution the vote was: Yeas, Messrs. Graham, Shands and Bentley; nays, Messrs. Martin and Perkins. So the resolution was adopted.

State Road No. 27—Drainage

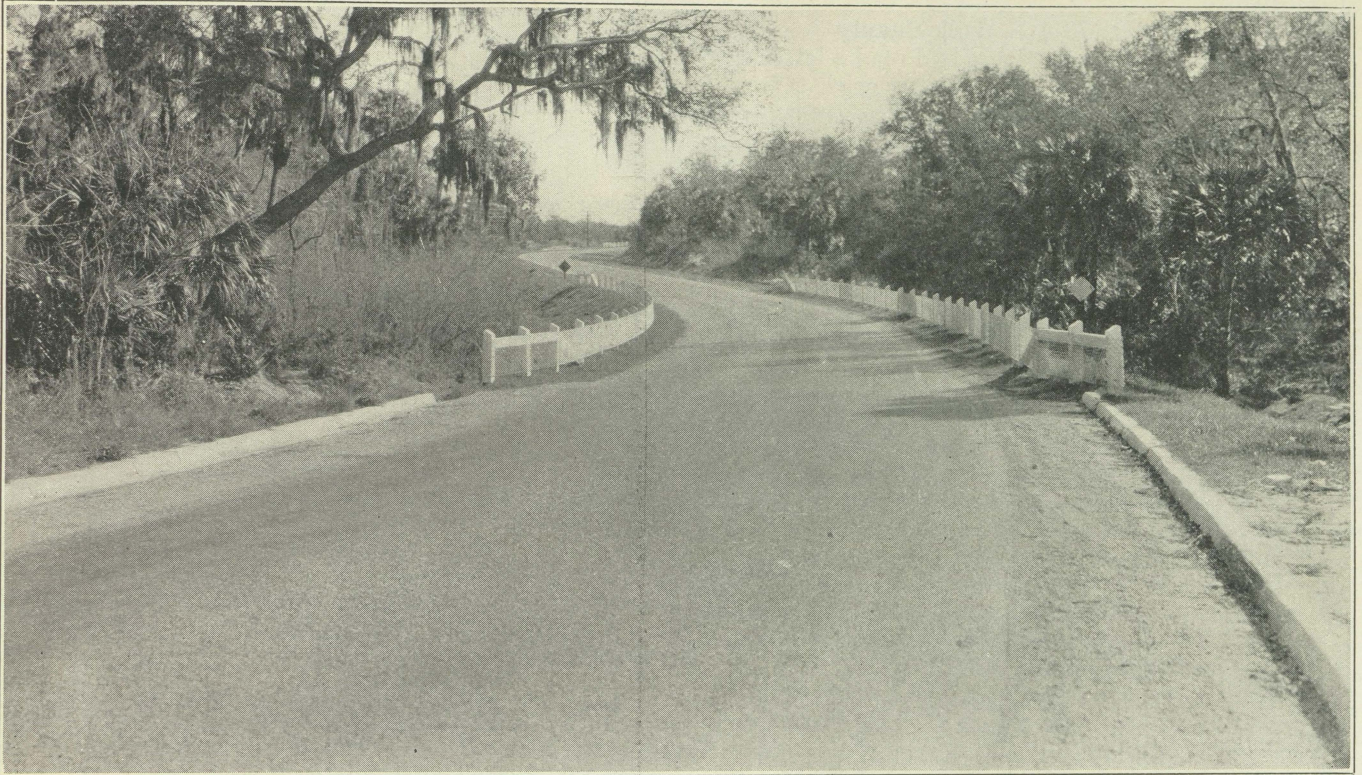
On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, It appears that the drainage of State Road No. 27 or the Tamiami Trail in certain sections is insufficient;

NOW, THEREFORE, BE IT RESOLVED, That the State highway engineer be and he is hereby authorized and directed to use such means and do such work as he may find necessary to remedy the drainage situation on said road.

On the above resolution Mr. Martin, member of the Department, is recorded as not voting.

At this juncture the meeting was adjourned to the hall of the House of Representatives at the State Capitol, for the announcement of award of contracts and the receipt of bids scheduled for this date.



Project 668, Road 4, Brevard County.

Bids Received

The hour of 10 o'clock A. M. having arrived, the Department proceeded to open bids for the furnishing of rock on Project 20, Road 1, Holmes and Washington counties, which bids are as follows:

Marianna Lime Products Co., Marianna—	
Br. Stone Base, No. 2-8"@80c.....	\$19,200.00
Br. Stone Base, No. 2-9"@60c.....	14,400.00
Florida Basic Rock Co., Marianna—	
Br. Stone Base, No. 2-8"@75c.....	18,000.00

The chairman stated that announcement of award would be made at the Department's offices at 3 o'clock this afternoon.

Announcement of award of bids received on December 20, 1929, and conditional award on bids received on yesterday was then made.

On motion of Mr. Shands, seconded by Mr. Perkins, the Department was adjourned to meet at 1:30 o'clock P. M. at the offices of the Department.

AFTERNOON SESSION—1:30 O'CLOCK

Present as at morning session.

Road 1—Lake City to Jacksonville

Mr. P. S. Kelly, of Duval county, came before the Department and again presented to it the request that provision be made in the 1930 budget for the widening of State Road 1 between Jacksonville and Lake City.

Road 4—Bayard to Jacksonville

Mr. Kelly likewise presented to the Department a request that Road 4, between Bayard and Jacksonville, be constructed on the east side of the Florida East Coast railroad.

Road 48—Bradford, Clay and St. Johns Counties

The chairman and State highway engineer made a report to the members of their findings as to the condition of Road 48 with a view to taking the same over for maintenance.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the State Road Department do take over maintenance of Road 48 in Bradford and Clay counties, and that that portion in St. Johns county be also taken over for maintenance if found by the chairman and State highway engineer to be in a condition similar to that in Bradford and Clay counties.

Project 20—Road 1—Holmes and Washington Counties

The Department took under consideration the bids received this morning for the furnishing of rock on Project 20, Road 1, Holmes and Washington counties. The Department heard a statement from Mr. C. A. Robinson, of Florida Basic Rock Company, relative to his company's bid, and likewise heard a statement from Mr. A. M. Lewis, of the Marianna Lime Rock Company, with reference to the bid of that company.

Mr. Martin moved that contract be awarded to Marianna Lime Rock Company on its bid on alternate No. 2, which motion was seconded by Mr. Perkins.

Mr. Shands moved as a substitute that action be deferred until further comparative figures on maintenance costs are prepared and furnished by the office engineer. The substitute was adopted.

On motion of Mr. Graham, seconded by Mr. Shands, the Department was adjourned until 10 o'clock A. M. Friday, January 17, 1930.

FRIDAY, JANUARY 17—10:00 O'CLOCK A. M.

The Department met pursuant to adjournment. Present as on yesterday, except Mr. H. J. Morrison, engineer for the U. S. Bureau of Public Roads.

Lafayette County

A delegation of citizens of Lafayette county, with Mr. F. P. Parker as spokesman, presented to the Department the request that the completion of the construction of State Road 5-A be placed in the budget

for 1930.

Project 73-A-1—Polk County

The chairman presented and had read a letter from H. E. Wolfe Construction Company with reference to the bids and conditional award of contract for the construction of Project 73-A-1, Polk county. After some discussion of the matter, the chairman was requested to make reply to the letter, stating the situation as it exists.

Road 1—Duval County

On motion of Mr. Perkins, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the widening of State Road No. 1, from Baldwin to Jacksonville, to a width of 40 feet be placed in the budget for 1930.

Consideration of Proposed Budget for Construction and Maintenance

At this juncture the members of the Department entered into a discussion and consideration of the items to be placed in the budget of construction and maintenance for the year 1930, which consideration occupied the remainder of the morning session.

At 12:30 o'clock P. M., on motion of Mr. Graham, seconded by Mr. Shands, the Department was adjourned until 2:00 o'clock.

AFTERNOON SESSION—2:00 O'CLOCK

Present as at morning session.

Collier County—Road 27

On motion of Mr. Perkins, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, Road No. 27 forms a part of the Federal Seven Percent System of Florida; and

WHEREAS, The State Road Department is desirous of obtaining Federal Funds to aid in the construction of that portion of Road 27 being a bridge across Gordon River in Collier county,

NOW, THEREFORE, BE IT RESOLVED: That the chairman is hereby authorized to submit plans and specifications to the Bureau of Public Roads and make application for Federal Aid for said project; and the Department does hereby pledge that the necessary funds will be provided by said Department for meeting Federal Aid on said proposed Federal Aid project; and

BE IT FURTHER RESOLVED: That the State Highway Engineer be and he is hereby directed to commence the construction of said bridge as soon as all necessary plans are completed.

Sale of Old Wire At The Equipment Division

A letter was presented from T. J. Cone of Gainesville, offering \$50.00 for a lot of old wire at the Equipment Division. After considerable discussion it was decided that it is not advisable to sell this wire at this time.

Consideration of Proposed Budget

At this juncture the Department resumed consideration of the tentative budget of road construction for the year 1930. Mr. Shands offered the following resolution:

BE IT RESOLVED: That the following projects be and they are hereby included as items of new construction in the budget for 1930:

District One

Road 23—Coleman to Webster, 9 miles partly graded	\$ 108,000.00
Road 15—Convict camp grade—Hernando-Brooksville to Wekiwachee Springs, 15 miles grading	75,000.00
Road 15—Citrus county—Hernando county line to Withlacoochee river—20 miles grading	75,000.00
Road 5—Hillsboro County—Pasco county line to Sulphur Springs—11 miles	275,000.00
Road 23—Pasco and Hernando—Grade 15—Bushnell-Dade City—10 miles	75,000.00

Road 2—Polk county—Bartow-Bowling Green—20.15 Miles paving	250,000.00
Road 5—Crossroad No. 17 to 8 Mile Creek	50,000.00
Road 5—Lee county—Approach Caloosahatchee River bridge	35,000.00
	943,000.00

District Two

Levy county No. 13 Bronson to Ellzey	162,500.00
Union county No. 28 Lake Butler to Columbia county line	125,000.00
Columbia county No. 28 Union Co. line to Lake City	126,250.00
LaFayette county No. 5A, Mayo to Taylor Co. line	165,000.00
Madison county No. 35, Greenville to Shady Grove	150,000.00
Levy county No. 5, Alachua county line to Marion Co. line	115,000.00
	843,750.00

District Three

Road 10—10 miles West Panama City	
Road 10—7 miles Niceville east	230,000.00
Road 20—28 miles—Paving	300,000.00
Road 19—Liberty county	25,000.00
	555,000.00

District Four

Baldwin to Jacksonville—18.0@\$46,000	450,000.00
St. Johns Co. line to Palatka—40.0	144,000.00
Road 28—Florahome to Palatka 14.91@\$12,500	186,375.00
Dunns Creek Bridge	120,321.00
Broward Road 4 Dania Canal South	150,000.00
Road 4-A—Miami-Florida City	706,000.00
Road 44 Mt. Dora-Mims	50,000.00
	\$1,806,696.00

Grand Total\$4,148,446.00

Mr. Shands moved the adoption of the resolution, which motion was seconded by Mr. Graham. On call of the roll on motion to adopt the resolution, the vote was: Yeas, Messrs. Graham, Shands and Bentley. Nays, Messrs. Martin and Perkins. So the resolution was adopted.

Road 4—South Jacksonville to Bayard

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the State Highway Engineer, in conjunction with the Bureau of Public Roads, be and he is hereby authorized to make a definite location of State Road 4 between South Jacksonville and Bayard.

BE IT FURTHER RESOLVED, That the Chairman be and he is hereby instructed to request the county commissioners of Duval county to secure a right of way along the route which shall be selected under the terms of this resolution.

Road 74—Ocala to Hernando

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the State highway engineer be and he is hereby directed to survey and locate the line of State Road 74 between Ocala and Hernando.

Road 19—Taylor County

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the State Road Department do accept the offer of Taylor county to turn over to the Department \$116,000.00 of road bonds for the paving of State Road 19 between Perry and the Madison county line, and that this Department do agree to and with said county that it will accept said bonds and pave said section of said road; work, however, not to be commenced until the bonds have been sold and converted into money.

BE IT FURTHER RESOLVED, That when the



Project 604, Road 4, Volusia County

said bonds are turned over to this Department, that the county of Taylor be required to accompany the same with the approving opinion of a bond attorney of national reputation.

BE IT FURTHER RESOLVED, That the chairman be and he is hereby authorized to enter into such agreement with the county of Taylor as may be necessary to carry out the purposes and intent of this resolution.

Award of Contract

The Department resumed consideration of the bids received on yesterday for the purchase of rock on Project 20, Road 1, Holmes and Washington counties.

Mr. Shands offered the following resolution:

BE IT RESOLVED, That contract be and the same is hereby awarded to Florida Basic Rock Company, at and for the sum of \$18,000.00, which is hereby determined to be the lowest responsible bid for furnishing said rock on Alternate No. 1, or standard specifications.

Mr. Shands moved the adoption of the resolution, which motion was seconded by Mr. Graham. On the call of roll on motion to adopt the resolution the vote was: Yeas, Messrs. Shands, Graham and Bentley. Nays, Messrs. Martin and Perkins. So the resolution was adopted.

Specifications For Rock Purchases

Mr. Shands offered the following resolution:

BE IT RESOLVED, That from and after this date this Department do adhere to its standard specifications in purchasing rock for use in road construction.

Mr. Shands moved to adopt the resolution, which motion was seconded by Mr. Graham and the resolution was adopted, Messrs. Martin and Perkins not voting.

In explanation of his failure to vote Mr. Perkins stated that he did not give his approval to the resolution because the Federal Bureau of Public Roads has not been requested to approve lower rock specifications.

Projects 723 and 724—Road 66

The chairman presented to the Department a letter from the Fidelity & Deposit Company of Maryland, which company as surety completed the contract of W. B. Wright on the above numbered projects. The chairman explained that although the work has been completed for some time, final estimate has not been paid because there are certain suits pending against said projects. He recommended payment of the final estimate, whereupon, on motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the Department does hereby direct payment of final estimate to Fidelity & Deposit Company of Maryland on Projects 723 and 724, Road 66, Leon county, said company as surety having completed the contracts of W. B. Wright on said projects.

Appointment of Testing Engineer

Upon motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, H. C. Weathers has been heretofore named and designated by this Department as Testing Engineer with headquarters at Gainesville; and

WHEREAS, It is necessary in order that he may be clothed with authority to deal with the Federal government in the matter of alcohol permits that proper minute of his appointment as such Testing Engineer be made,

NOW, THEREFORE, BE IT RESOLVED, That H. C. Weathers be and he is hereby named and designated as Testing Engineer of the State Road Department of the State of Florida.

BE IT FURTHER RESOLVED, That as such he be and he is hereby authorized to sign monthly reports and to make on behalf of this Department such application as may be necessary to secure permit to use alcohol free of tax.

BE IT FURTHER RESOLVED, That from and after this date, the Testing Engineer for this Depart-

ment shall be authorized to sign the monthly reports required in connection with the use of alcohol free of tax.

Monroe County Ferries on Road 4-A

The chairman drew the attention of the members to the fact that the county of Monroe is proposing to sell or lease its ferries on State Road 4-A, and asked the attitude of the Department with reference to the same.

On motion of Mr. Perkins, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That this Department does not protest the sale or leasing by Monroe county of its ferries operated on State Road 4-A, provided said Monroe county shall see that said ferries are operated at least as efficiently as at the present time.

BE IT FURTHER RESOLVED, That in the event that service on said ferries shall be permitted to fall below its present standard, that this Department do immediately withdraw all maintenance from State Road 4-A.

Project 769—Road 5—Fort Myers

The chairman presented to the members an offer from the City of Fort Myers to the effect that said city will agree to remove the palms, replace gutter, storm sewer, curb and sidewalks if the State will pave to a width of 30 feet that portion of Fowler street from First street to the seawall, a distance of approximately 445 feet.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That this Department does accept the offer of the City of Fort Myers and that it will pave to a width of 30 feet that portion of Fowler street or State Road 5 between First street and the seawall, a distance of approximately 445 feet, provided the City of Fort Myers will remove and replace the palms, gutter, storm sewer, curb and sidewalks in said section.

Lee County—Roads 2 and 25

The chairman presented to the members a petition from the citizens of Lee county, asking that the Department take over for maintenance that part of State Roads Nos. 2 and 25 extending from the city limits of Fort Myers to the Hendry county line.

On motion of Mr. Bentley, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the chairman and State highway engineer be and they are hereby directed to make an inspection of the condition of the above described roads and report to this Department on the advisability of complying with the above request.

Collier County

The chairman presented to the members a request from the county commissioners of Collier county, asking that the State take over for maintenance the road from Everglade to the Tamiami Trail.

On motion of Mr. Bentley, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the chairman and State highway engineer be and they are hereby directed to make an inspection of said road and report to this Department on the advisability of complying with the above request.

Highlands County—Road 26 and Lee County Road 25

On motion of Mr. Bentley, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the chairman and State highway engineer be and they are hereby authorized

to inspect that part of Road 26 in Highlands county between Lake Annie and the Glades county line (14 miles), and that portion of State Road 25 in Lee county from the junction with State Road 2 at Olga Bridge to the Hendry county line (9 miles) and report to this Department on the advisability of taking over said sections of said roads for maintenance.

Road 2—De Soto County

The chairman presented to the members a request of the citizens of Fort Myers and Arcadia that a temporary surface be placed during 1930 on that section of State Road 2 between Arcadia and the Lee county line. After consideration it was the judgment of the Department that it is not in a position to comply with the request at this time.

Road 3—Sanford to Lake Monroe Bridge

A letter from the Board of county commissioners of Seminole county was read in which it was requested that the Department consider the construction of State Road 3 from Sanford along the south shore of Lake Monroe to the Lake Monroe bridge. After careful consideration it was the sense of the Department that it is not in a position to comply with this request.

Road 3—Approach to Lake Monroe Bridge

A resolution of the board of county commissioners of Seminole county was presented to the Department in which it was requested that the Department reconstruct the approach to Lake Monroe Bridge on the Seminole county side. After full consideration it was the judgment of the members that the Department is not in a position to comply with this request, though it will of course continue to maintain the Lake Monroe bridge and the immediate approaches.

Broward County—Road 4

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over Tarpon River, Road 4, located in Broward county at Fort Lauderdale, Florida, which said bridge shall be constructed according to the plans submitted by the Department, said plans consisting of two sheets; Sheet No. 1 showing the location and soundings, and Sheet No. 2 showing the plan and elevation of the proposed bridge.

BE IT FURTHER RESOLVED, That this resolution shall apply to the application submitted by the chairman of this Department under date of December 13, 1929, and that the action of the chairman in signing said application dated December 13, 1929 be and the same is hereby ratified, approved and confirmed.

Purchase of Automobiles

The chairman presented to the members an opinion from the Attorney General to the effect that this Department is authorized to purchase such motor vehicles as may be needed by it out of any funds which are available for expenditure by the Department as provided by law, notwithstanding the fact that the legislature has not passed any bill making specific appropriation for the purpose of purchasing motor vehicles as mentioned in Chapter 13810, Acts of 1929.

On motion of Mr. Perkins, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the chairman be and he is hereby authorized to advertise for bids for the Department's minimum requirements of automobiles for the year 1930, such bids to be returnable in the usual manner.



Project 679, Road 5, Hernando County.

Peoples Bank of Okeechobee—Road 29

The chairman again brought to the attention of the members the request that this Department enter into an agreement to permit the re-opening of the Peoples Bank of Okeechobee and the freezing of the Department's deposit therein.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That this Department does decline to enter into any agreement for the re-opening of the Peoples Bank of Okeechobee and the freezing of its deposits in said bank.

BE IT FURTHER RESOLVED, That the chairman be and he is hereby requested to advise the Comptroller and Mr. D. R. McNeill of the action of this Department.

State Roads 25 and 143—Palm Beach County State Roads 8 and 29—Okeechobee City and State Road 26—Dade County

Mr. Graham, member of the State Road Department, presented to the members a request that the State take over for maintenance certain portions of Roads 25 and 143 in Palm Beach county, Roads 8 and 29 in the city of Okeechobee and Road 26 in Dade county.

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the chairman and State highway engineer be and they are hereby directed to inspect the above mentioned roads and report to the next meeting of this Department on the advisability of taking the same over for maintenance, as requested.

State Road 4-A—Miami to Homestead

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the chairman and State

highway engineer be and they are hereby directed to make an inspection of that portion of State Road 4-A between Miami and Homestead and report to this Department at its next meeting on the advisability of taking same over for maintenance.

Duval County—Road 3

The chairman presented to the members resolutions of the city commission of Jacksonville, requesting the widening of State Road 3 from the city limits of Jacksonville, near Florida Country Club, to the point where the old brick road joins same a short distance north of Orange Park; and also to widen said road No. 3 from the Municipal Airport to the city limits of Jacksonville, and also from Trout River to Long Branch.

After full discussion of the matter it was the judgment of the members of the Department that it was not in a position to comply with these requests.

Duval County—San Jose Boulevard

The chairman presented to the members a resolution from the county commissioners of Duval county, asking that San Jose Boulevard be widened. It was the judgment of the Department that it is not in a position to comply with this request.

Santa Rosa County—Road 53

The Department gave consideration to the request from the county commissioners of Santa Rosa county that the Department accept \$100,000.00 of Santa Rosa county time warrants or the proceeds thereof (not less than \$95,000.00) and build and pave State Road 53 in said county. Mr. Martin offered the following resolution:

BE IT RESOLVED, That this Department do accept the offer of Santa Rosa county and that it will use and expend the said funds in the construction of a grade on State Road 53 as far as the same will extend, provided, however, that the Department will

not undertake maintenance of said road until the same has been completed according to its standard specifications.

Mr. Martin moved the adoption of the resolution, which motion was seconded by Mr. Perkins.

Mr. Shands moved to amend by assuring the county that it will give the engineering supervision necessary, if the county will expend its own funds towards the construction of said road.

On call of the roll on the motion to adopt the amendment, the vote was: Yeas, Messrs. Shands and Graham. Nays, Messrs. Martin, Perkins and Bentley. So the amendment was not adopted.

The question recurred on the motion to adopt the original resolution offered by Mr. Martin, and the same was duly adopted.

Jefferson County—Road 19

A resolution from the Board of county commissioners of Jefferson county was presented to the Department, requesting that the paving of the whole of Road 19 in said county be placed in the 1930 budget.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the chairman be requested to advise Jefferson county that due to the shortage of funds, and the fact that it is mandatorily required to pave the unpaved portions of Road 11 during this year, it is not in a position to comply with their request as to Road 19.

Columbia County Tender of Convicts

On motion of Mr. Shands, seconded by Mr. Perkins the following resolution was adopted:

BE IT RESOLVED, That the chairman be and he is hereby requested to advise Columbia county that this Department does not feel in a position to accept its offer of the use of said county's convicts.

State Road 13—Cedar Key

A letter from Bishop Frank A. Juhan was presented to the Department, in which it was stated that the construction of Road 13 on the present grade near the Episcopal Church in Cedar Key had damaged the church property.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the chairman be and he is hereby requested to advise Bishop Juhan that State Road 13 was constructed on a grade furnished by the town of Cedar Key and to meet the grade of certain other streets in said town, and that the town of Cedar Key is responsible for the damage, if any, to said church property.

State Roads 14 and 31—Hawthorne

The chairman presented to the members a letter from W. L. Stanley, vice president of the Seaboard Air Line Railway Company, offering to sell to the Department certain lots in the town of Hawthorne and an easement over certain other property, for the sum of \$200.00. On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby directed to communicate with the Seaboard Air Line Railway and request them to make a donation of the lands above mentioned to the State Road Department without cost to the State.

State Road 88—Holmes County

The chairman read to the members a letter from M. M. Andrews, Attorney for the Trustees of Road 88, Holmes county, asking that the Department take

from said county the proceeds of a bond issued, or approximately \$95,000.00, and use the same as far as it will go in the construction of Road 88 in said county.

Mr. Perkins offered the following resolution:

BE IT RESOLVED, That this Department do accept the sum of approximately \$95,000.00 from Holmes County and use and expend the same as far as it will extend in the construction of a grade on State Road 88 in said county, with the understanding, however, that the state shall not undertake the maintenance thereof until the same has been entirely completed according to state's specifications.

Mr. Perkins moved the adoption of the resolution, which motion was seconded by Mr. Shands. Mr. Martin moved to amend the original resolution by providing that the state shall take over the grade for maintenance when the same is completed. This amendment was seconded by Mr. Perkins.

On call of the roll on motion to adopt the amendment, the vote was: Yeas, Messrs. Martin and Perkins. Nays, Messrs. Shands, Graham and Bentley; so the amendment was not adopted. The question recurred on the motion to adopt the original resolution as offered by Mr. Perkins, and the resolution was adopted.

State Road 104—Escambia County

The Department took under consideration the request of Escambia County that the State take over for maintenance Road 104 in said county. After careful consideration, it was the sense of the Department that it is not in a position to comply with this request.

Road 23—Hillsborough County

The Department gave consideration to a request of Hillsborough county in connection with the specific location of State Road 23 in said county. On motion of Mr. Bentley, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the chairman and the State highway engineer be directed to inspect the proposed location of State Road 23 in Hillsborough county as submitted by the board of county commissioners, and report to this Department on the advisability of adopting said location.

Road 23—Pasco, Hernando and Sumter Counties

On motion of Mr. Perkins, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That this Department do accept the offer of Pasco, Hernando and Sumter counties to turn over to the Road Department said counties' convicts for use in the construction of State Road 23.

BE IT FURTHER RESOLVED, That the Chairman be authorized to enter into such agreement with said counties as may be necessary to carry out the intent of this resolution.

Road 23—Pasco and Hillsborough Counties

After careful consideration it was the judgment of the Department that it can not comply with the request heretofore submitted at this meeting, that the state take over for maintenance that part of Road 23 in Pasco and Hillsborough counties.

Jackson County

The Department took under consideration the several requests made on yesterday by the delegation from Jackson county, and after careful consideration it was the judgment of the members:

(1) That the Department will during the present year make a survey of State Road 71, as requested.

(2) That in view of the fact that the Department will this year complete the paving of State Road 20, a portion of which is in Jackson county, it can not undertake the construction of Road 90 and Road 52 as requested.

Road 10—Wakulla County

It was the judgment of the members that the Department can not undertake to construct the road from Medart via Panacea to the Ocklocknee River in Wakulla county, as requested by the delegation from that county on yesterday.

Pinellas County—Stephenson Creek Bridge

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the chairman be directed to inform Pinellas county that in view of the fact that the Stephenson Creek Bridge is in the city of Clearwater and is outside of the Department's present field of maintenance, this Department can not comply with the request for the re-construction of said bridge.

Polk County—Road 2

The Department took up for consideration the request made on yesterday by the delegation from Polk county as to taking over two sections of Road 2 for maintenance.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the chairman and State highway engineer be and they are hereby directed to make an inspection of that portion of State Road 2 between Haines City and the Osceola county line, and that portion of said road between Polk City and the Lake county line, and report to this Department on the advisability of taking over said sections of road for maintenance.

Santa Rosa County—Road 62

On motion of Mr. Martin, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That this Department during the year 1930 do make a survey of State Road 62 in Santa Rosa county, with the understanding, however, that the state can not undertake any part of the construction of said road.

Road 17—Hillsborough County—Right of Way

On motion of Mr. Bentley, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, this Department has found and determined, and does find and determine that it is necessary, wise and expedient to acquire, by purchase or condemnation, the lands necessary for out-fall ditches to be used in drainage on Project 64-C, Road 17, Hillsborough county, near 40th Street at Tampa;

NOW, THEREFORE, BE IT RESOLVED, That the county commissioners of Hillsborough county be and they are hereby requested to secure for this Department, by purchase or condemnation, the lands necessary for a right of way for drainage ditches, in accordance with and as shown upon the map and plat thereof which is hereto attached and made a part of this resolution.

BE IT FURTHER RESOLVED, That said county commissioners be and they are hereby authorized to use the name of this Department in any condemnation proceedings necessary to carry out the purposes of this resolution, or to proceed in their own name as authorized by law.

BE IT FURTHER RESOLVED, That in the further event that they shall elect to proceed in the name of this Department, that their attorneys be and they are hereby authorized to prepare, execute and file all necessary pleadings, affidavits or documents in connection therewith.

Correction of Minutes

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

WHEREAS, At a meeting of the State Road Department held July 12, 1927, a resolution was adopted authorizing the chairman of this Department to make application to the War Department for approval of the construction of a bridge over Hillsborough River, Road 4, located in Broward county near Deerfield; and

WHEREAS, The minutes of said meeting as transcribed do not show the adoption of said resolution;

NOW, THEREFORE, BE IT RESOLVED, That the minutes of the meeting of this Department, held July 12, 1927, be corrected by inserting therein at the appropriate place, the following resolution, to-wit:

"Broward County—Road 4

On motion of Mr. Schilling, seconded by Mr. Greene, the following resolution was adopted:

BE IT RESOLVED, That the chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over Hillsborough River, Road 4, located in Broward county near Deerfield, Florida, which said bridge shall be constructed according to the plans submitted by the Department, said plans consisting of two sheets, Sheet No. 1 showing the location and soundings, and Sheet No. 2 showing the plan and elevation of the proposed bridge."

Expense Accounts Approved

On motion of Mr. Bentley, seconded by Mr. Shands, the expense accounts of the members were approved, as follows:

E. R. Graham	\$ 145.29
"	46.21
"	68.92
R. W. Bentley	84.35
"	30.75
Mallie Martin	56.43
G. D. Perkins	300.06

Okeechobee County—Road 8 and 29

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the chairman and State highway engineer be directed to inspect that portion of Roads 8 and 29 in Okeechobee City, and report to this Department on the advisability of taking same over for maintenance, as requested.

State Road 4—Town of Boynton

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, This Department has heretofore approved a claim of the town of Boynton, in the sum of \$58,948.80, the amount expended by said town for the construction of Road 4 therein under an agreement with this Department.

NOW THEREFORE, BE IT RESOLVED, That the said item of \$58,948.80 be placed in the 1930 budget under the head of "Work done—Final estimate due."

Consideration of Budget of Maintenance and Betterment

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the tentative budget of maintenance and betterment as made and considered by the members at this meeting be and the same is hereby approved as a tentative budget of such maintenance and betterment work, with the understanding, of course, that the same shall be subject to amendment at the meeting of this Department to be hereafter held when the public hearing on the budget is had.

Paving at State Institutions

On motion of Mr. Perkins, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, By Chapters 13811, 14561 and 14562, Laws of Florida, 1929, this Department is authorized and directed to pave certain roads at the Florida Agricultural and Mechanical College, Florida Industrial School for Boys and the State Hospital, at a cost not to exceed \$25,000.00 each;

NOW, THEREFORE, BE IT RESOLVED, That there be placed in the 1930 budget an item of \$25,000 each to take care of the paving construction so authorized and directed.

Items in 1929 Budget Carried Over to 1930

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That those items of 1929 budget which are carried over into the budget for the present year, and which have been by resolution of this Department given preference over items of new construction, be carried in the budget of 1930 under the head as follows: "Uncompleted items from 1929 budget."

Selection of Time and Place For Public Hearing on Budget

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That this Department does hereby fix Jacksonville as the place and February 25, 1930 as the time where and when the Department will hold public hearing on the budget, at which time and place it will hear all complaints and suggestions offered by the public as to any changes in said budget,

in accordance with the provisions of Section 1, Chapter 9312, Acts of 1923.

Leon County—Road 19

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the chairman be and he is hereby authorized to advertise for bids for the paving with concrete of that part of State Road 19 between Tallahassee and the Jefferson county line.

Minutes Approved

The minutes of the quarterly meeting of the Department held October 28, 1929 were read and, on motion, duly approved.

Road 2—Project 74—Orange County

On motion of Mr. Shands, seconded by Mr. Bentley, the following resolution was adopted:

WHEREAS, this Department is about to commence the construction of Road 2 between Plymouth and Orlando; and

WHEREAS, It has asked and will obtain Federal Aid in the construction thereof; and

WHEREAS, At certain points the right of way encroaches upon the right of way of the Seaboard Air Line Railway Company; and

WHEREAS, This Department has requested the said Railway Company to execute to it an easement of right of way, which will, however, provide for the recapture of lands so encroached upon in the event that said railway shall find them necessary for railway purposes;

NOW, THEREFORE, BE IT RESOLVED, That the State Road Department of Florida does hereby agree to and with the United States Bureau of Public Roads that in the event that said lands or any portion thereof shall be retaken or recaptured by the railway company under the provisions of said easement, that this Department will, at its own expense, reconstruct said portion of said road as to which the railway may repossess the lands as hereinabove set out.

Adoption of Tentative Budget

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the proposed budget of maintenance and construction work for the year 1930, as prepared by the members of this Department and in words and figures following, to-wit:

ESTIMATED RESOURCES FOR 1930

Balance on hand January 1st, 1930.....	\$ 683,083.58
Gasoline Tax, 2c Gallon.....	4,200,000.00
Auto License (70%) Fund.....	3,300,000.00
Gasoline Inspection Fund (1/8c Gal.).....	250,000.00
Federal Aid Anticipated.....	1,250,000.00
County Funds on Hand, due and anticipated	1,421,200.00
 Total Estimated Resources for Year 1930	 \$11,104,283.58
10% Reserve for Emergency Work.....	1,110,428.35
 Estimated Resources for Construction and Maintenance	 \$ 9,993,855.23

Florida State Road Department Budget of Maintenance and Construction Work for 1930

Road No.	Project No.	County	From	To	Length		Allocation
					Feet	Miles	
PAVING CONTRACTS UNDER CONSTRUCTION							
1	52	Escambia	Pensacola—Escambia Bay		10.08	\$	14,904.00
1	673	Gadsden	Quincy—Ocklocknee River		14.97		12,777.80
2	695	Lake	Silver Lake Forks—Eustis		6.03		17,496.29
4	63-A	Palm Beach	Delray—Hillsborough River		8.27		264,747.95
5-A	587	Columbia	Ft. White—Itchtucknee River		4.37		5,745.30
5-A	718	Columbia	Ft. White—Santa Fe River		8.22		9,521.79
5-A	518	Lafayette	Mayor—Branford		17.75		73,434.20
10	644-C	Wakulla	Leon County Line—Wakulla River		5.05		25,027.82
10	728	Leon	Tallahassee—Wakulla County Line		11.67		79,703.89
13	742	Alachua	G'ville Dist. Line—Levy County Line		7.65		27,903.16
14	749	Gilchrist	Suwannee River—Trenton		8.52		9,889.08
17	64-A	Hillsborough	Plant City—West		9.60		231,195.87
17	64-C	Hillsborough	Project 64-A—Tampa		9.61		91,544.20
24	62-A	Osceola	Kissimmee—Station 113-00		1.10		19,774.92
24	62-C	Osceola	St. Cloud—Holopaw		11.83		231,519.14
28	715	Union	Lake Butler—Union County Line		5.26		16,068.51
28	716	Bradford	Union County Line—Starke		11.12		14,061.81
28	717	Bradford	Starke—Clay County Line		10.93		20,951.64
28	706-A	Clay-Putnam	Bradford County Line—Florahome		12.32		157,520.00
56	863	Columbia	Ellisville—Olustee Creek		1.48		11,097.18
143	870	Palm Beach	Belle Glade—Pahokee		10.88		115,289.57
Total					186.71	\$	1,450,174.12
PAVING UNDER CONSTRUCTION—CONVICTS							
19	726	Dixie	Suwannee River—Cross City		12.59	\$	39,942.37
19	756	Marion	Ocala—Levy County Line		11.88		139,930.97
27	669-Y	Collier	Three Mi. North Naples—Lee Co. Line		10.55		200,000.00
66	724	Leon	Project 723—Ocklocknee River		12.59		28,310.00
Total					47.61	\$	408,183.34
BRIDGES UNDER CONSTRUCTION—CONTRACTS							
3	721-B	Putnam	Rice Creek Bridge		384.0	\$	83,991.48
4	68	P. Beach-Broward	P. Beach Canal, Himmarshee, Tarpon		212.2		141,314.68
4	63	Broward	Hillsborough, Pompano, Middle		529.2		172,554.45
5	835	Marion-Citrus	Withlacoochee Bridge		264.0		14,909.56
5	65	Hillsborough	Alafia Bridge		436.0		78,407.99
5	70	Charlotte	Peace River Bridge		6,184.0		946,166.53
5	769	Lee	Caloosahatchee Bridge		4,430.0		252,662.62
5-A	587-B	Columbia	Itchtucknee River		99.0		8,859.95
24	62	Osceola	Osceola Bridges, Road 24		866.0		38,845.37
Total					13,404.4		\$ 1,737,712.63
GRADING UNDER CONSTRUCTION—CONTRACTS							
4	40-B	Brevard	Hydraulic Fill		0.20	\$	5,165.49
10	788	Walton	Freeport—Okaloosa County Line		17.54		90,639.07
10	802-A	Okaloosa	Walton County Line—Niceville		7.76		9,506.09
10	802-C	Okaloosa	Niceville—Camp Walton		10.24		11,013.10
10	803	Okaloosa	Camp Walton—Santa Rosa County		11.13		16,413.07
17	755	Polk	Haines City—Auburndale		11.22		23,024.05
25	806-C	Hendry	Project 806-A—Station 1161-00		11.00		10,800.44
25	806-D	Hendry	Project 806-C—LaBelle		12.76		30,859.66
40	735	Walton	Project 734—Alabama State Line		13.71		13,597.89
40	751	Walton	DeFuniak Springs—South		7.28		11,204.82
40	752	Walton	Freeport—North		8.72		36,426.20
60	854	Walton	DeFuniak Springs—Glendale		9.81		58,117.97
60	855	Walton	Glendale—Alabama State Line		9.32		31,029.63
96	820	Jefferson	Monticello—Waukeenah		9.45		56,618.78
96	821	Jefferson	Waukeenah—Wacissa		5.18		13,545.24
115	842	Walton	Horseshoe Bayou—Okaloosa County Line		10.15		27,749.37
Total					155.47	\$	445,719.87
GRADING UNDER CONSTRUCTION—CONVICTS							
10	688	Bay	West Bay Bridge—Gulf of Mexico		9.31	\$	4,887.50
10	766	Bay	Washington Co. Line—North Side West Bay		8.74		34,780.00
10	767	Bay	South Side West Bay—Gulf of Mexico		5.27		2,007.50
10	787	Walton	Ebro—Freeport		16.80		187,182.19
10	832	Santa Rosa	Okaloosa Co. Line—Base Line		16.01		95,846.30
10	833	Santa Rosa	Base Line—Road No. 1		8.01		30,569.70
13	798	Nassau	Callahan—Yulee		15.30		108,414.12
14	750	Gilchrist-Alachua	Trenton—Newberry		12.97		9,400.15
19	845	Taylor	Salem—Athena		8.57		43,640.00
19	846	Taylor	Athena—Perry		10.26		33,235.00
115	831	Bay	Road No. 10—Walton County Line		7.16		60,000.00
115	840	Walton	Bay County Line—South of Pt. Washington		10.45		27,199.48
115	841	Walton	S. of Pt. Washington—Horseshoe Bayou		6.14		38,252.40
115	844-A	Okaloosa	Walton Co. Line—East Pass		7.10		1,700.00
115	844-C	Escambia	East Pass—Camp Walton		5.63		1,798.00
Total					147.72	\$	678,912.34

State Road Department Budget of Maintenance and Construction Work for 1930—(Continued)

Road No.	Project No.	County	From	To	Length		Allocation
					Feet	Miles	
CONTRACTS COMPLETE—FINAL ESTIMATE DUE							
1	862	Duval	Jacksonville Viaduct	1,420.0		\$ 15,000.00	
2	53-A	Lake	Leesburg—Dead River		7.10	308.49	
2	53-C	Lake	Dead River—Dora Canal		2.85	533.22	
3	421	Nassau	St. Mary's River Bridge	560.0		819.09	
4	48	St. Johns	St. Augustine—Pellicer's Creek		15.39	788.93	
4	49	Flagler	Pellicer's Creek—Bunnell		13.81	1,003.86	
4	683-A	Palm Beach	West Palm Beach—Delray		8.04	58,948.80	
10	592	Franklin	Gulf County Line—Apalachicola		7.89	16,057.55	
14	50-C	Putnam	Interlachen—Alachua County Line		10.03	15,466.60	
17	732	Polk	Lakeland—Auburndale		9.47	13,082.68	
25	806-A	Hendry	Palm Beach County Line—West		11.00	9,669.31	
27	669-Y	Collier	Naples—Three Miles North		3.00	8,995.71	
27	669-Y	Collier	Naples—Lee County Line		13.55	17,690.94	
28	717	Bradford	Starke—Clay County Line		10.93	9,317.71	
43	722	Jefferson	Lloyds—Wacissa		8.83	12,156.21	
50	624	Hamilton	Jasper—Suwannee River		6.47	3,785.30	
54	815	Okaloosa	Crestview—Valparaiso		13.53	2,644.51	
Total				1,980.0	141.89	\$ 186,268.91	

UNCOMPLETED ITEMS FROM 1929 BUDGET

Roads Graded Ready for Paving

2	74	Orange	Plymouth—Orlando			15.30	\$ 425,000.00
4	63-C	Broward	Hillsborough River—Ft. Lauderdale			13.25	470,941.54
14	750	Gilchrist	Trenton—Newberry			12.97	199,000.00
17	73-A	Polk	Lakeland—Auburndale			8.90	238,283.19
17	73-C	Polk	Auburndale—Haines City			11.22	246,000.00
19	698	Leon	Tallahassee—Jefferson County Line			12.45	311,250.00
19	745	Taylor	Madison County Line—Perry			15.95	181,038.45
24	62-A	Osceola	Station 113-00—Project 62-C			11.09	243,316.21
24	62-D	Osceola	Holopaw—Brevard County Line			12.66	230,000.00
Total						113.79	\$ 2,544,829.39

PROJECTS ON FIRST PREFERENTIAL LIST TO BE CONSTRUCTED

2	53-D	Lake	Tavares—Mt. Dora			4.50	\$ 60,000.00
2	757-B	Polk	Bridges		117.0		15,234.78
2	758-B	Polk	Bridges		436.0		59,267.06
3	721-B	Putnam	Approaches to Rice Creek Bridge				6,000.00
3	57	Nassau-Duval	Nassau Swamp			3.50	100,000.00
4	60	Flagler-Volusia	Dupont—Rose Bay			21.28	150,000.00
4	608	Brevard	Eau Gallie—Concrete Paving			2.00	20,000.00
4	71	Brevard	Crane Creek Bridge		125.0		75,000.00
4	69	St. Johns	San Sebastian Bridge		480.0		125,000.00
4		Duval	South Jacksonville—Bayard			12.00	73,500.00
4	63-B	Broward	Approach to Bridges				10,000.00
4	68-A	P. Beach-Broward	Approach to Bridges				12,000.00
5	615-B	Sarasota	Myakka River Bridge		465.0		120,000.00
5	65	Hillsborough	Approaches to Alafia				8,000.00
5	835	Marion-Citrus	Approaches to Withlacoochee				2,907.00
5	589-A	Lee	Approaches to Caloosahatchee			2.00	35,000.00
5	70	Charlotte	Approaches to Peace River Bridge			4.50	80,000.00
17	73-B	Polk	Bridges		305.0		43,984.84
25	805	Hendry	LaBelle—Lee County Line			9.42	94,000.00
27	669-Y	Collier	Gordon River Bridge		350.0		90,000.00
28	72	Putnam-Volusia	San Mateo—Bunnell		385.0	23.76	190,400.00
50	67	Hamilton-Suwannee	Suwannee River Bridge		450.0		90,000.00
Total					3,113.0	82.96	\$ 1,460,293.68

PROJECTS ON SECOND PREFERENTIAL LIST TO BE CONSTRUCTED

5-A	587-719	Columbia-Suwannee	Approach to Itchtucknee Bridge				\$ 10,529.70
10	787-B	Washington-Walton	Choctawhatchee Bridge		2,500.0		100,000.00
15	794	Hernando	Citrus Co. Line—Pasco Co. Line			20.00	60,000.00
28	715-B	Union-Bradford	New River Bridge		1,200.0		75,000.00
Total					3,700.0	20.00	\$ 245,529.70

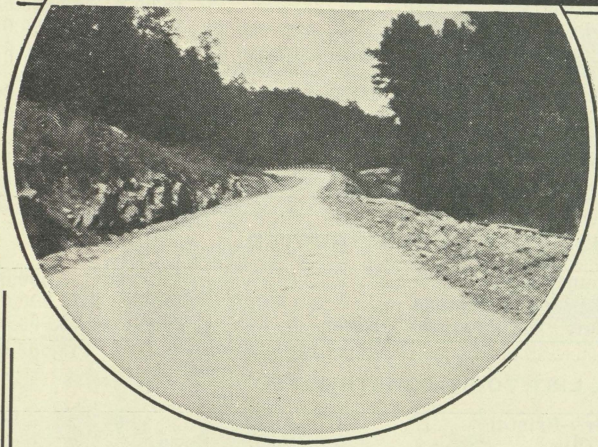
NEW ITEMS IN 1930 BUDGET

Roads Graded Ready for Paving

10	688	Bay	West Bay Bridge—Gulf of Mexico			9.31	\$ 131,000.00
10	802-A	Okaloosa	Niceville—Walton County Line			7.76	99,000.00
13	677-B	Levy	Bronson—Ellzey			11.58	162,500.00
20	500-B	Bay	Bayou George—Nixon			12.75	127,500.00
20	500-C	Bay	Nixon—Jackson County Line			12.18	121,800.00
20	515	Jackson	Bay County Line—End of Paving			4.50	50,700.00
23		Sumter	Coleman—Webster			9.00	108,000.00
28	706-B	Putnam	Florahome—Palatka			14.91	186,375.00
28	713	Columbia	Watertown—Union County Line			10.00	126,250.00
28	714	Union	Columbia County Line—Lake Butler			10.20	125,000.00
35	623	Madison	Greenville—Taylor County Line			12.13	150,000.00
47	785	St. Johns	Julington Creek—South			6.00	72,000.00
47	727	St. Johns	Spuds—Towards Toco			6.00	72,000.00
Total						126.32	\$ 1,532,125.00

(Turn to Page Twenty-four.)

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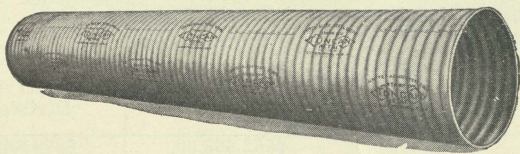
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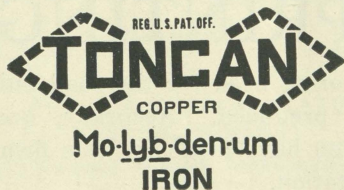


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State Road Department Budget of Maintenance and Construction Work for 1930—(Continued from page 22)

Road No.	Project No.	County	From	To	Length		Allocation
					Feet	Miles	
PROJECTS ON FIRST PREFERENTIAL LIST TO BE CONSTRUCTED							
1		Duval	Baldwin—Jacksonville		18.00	\$	450,000.00
2	757	Polk	Bartow—Ft. Meade		10.26		130,000.00
2	758	Polk	Ft. Meade—Bowling Green		9.89		120,000.00
3		Putnam	Dunn's Creek Bridge	370.0			120,321.00
4	654	Broward	Dania—Dade County Line		6.04		150,000.00
4-A		Dade	Miami—Florida City		30.00		706,000.00
5	868	Levy	Alachua Co. Line—Marion Co. Line		19.61		115,000.00
5	511	Hillsborough	Pasco Co. Line—Sulphur Springs		11.00		275,000.00
5		Hillsborough	Road No. 17—Six-Mile Creek		2.50		50,000.00
Total					370.0	107.30	\$ 2,116,321.00
PROJECTS ON SECOND PREFERENTIAL LIST TO BE CONSTRUCTED							
5-A	535	Lafayette	Mayo—Taylor County Line		13.20	\$	165,000.00
15		Hernando	Brooksville—Wekiwachee Springs		15.00		75,000.00
15		Citrus	Hernando Co. Line—Withlacoochee River....		20.00		75,000.00
Total					48.20	\$	315,000.00
PROJECTS ON THIRD PREFERENTIAL LIST TO BE CONSTRUCTED							
19	779-830	Liberty	Ocklocknee River—Bristol		25.00	\$	25,000.00
23		Sumter-Pasco	Bushnell—Dade City		10.00		75,000.00
Total					35.00	\$	100,000.00
PROJECTS MADE MANDATORY BY LAW							
29	869	Glades	Kissimmee River—Indian Prairie Canal.....		8.50	\$	312,500.00
78	876	Duval-St. Johns	Jacksonville Beach—St. Augustine		20.00		375,456.00
0		Jackson	Road No. 1—Industrial School		2.00		25,000.00
0		Gadsden	Chattahoochee—River Junction		2.00		25,000.00
11	708	Jefferson	Georgia Line—Monticello		7.98		119,700.00
11	720	Jefferson	Monticello—Capps		9.64		134,600.00
Total					50.12	\$	992,256.00
PROJECTS AUTHORIZED BY LAW							
0		Leon	S. A. L. Depot—Road 10, via A. & M.....		1.50	\$	25,000.00
44	808-809	Brevard-Volusia	Mims—St. Johns River		12.41		50,000.00
Total					13.91	\$	75,000.00

MAINTENANCE

Maintenance of Roads included in above Construction Budget and Roads
Heretofore Constructed.

Division	Roads No. of Miles	Bridges No. of Feet	Cost of Routine Maintenance	Bridge Projects	Betterments	Total for Division
1	936.38	21,361.90	\$300,287.16	\$11,130.00	\$562,963.09	\$874,380.35
2	639.21	7,416.24	153,876.00	14,460.00	36,900.00	205,236.00
3	658.99	14,499.65	156,629.76	21,671.00	100,900.00	279,200.76
4	814.38	2,556.14	204,760.32	12,500.00	49,200.00	266,460.32
5	487.15	4,072.12	151,708.44	4,155.00	91,237.86	247,101.30
Totals	3,536.11	49,906.05	\$967,261.68	\$63,916.00	\$841,200.95	\$1,872,378.63

be and the same is hereby tentatively adopted.

BE IT FURTHER RESOLVED, That the chairman be and he is hereby authorized and directed to have published in one newspaper in each of the cities of Pensacola, Jacksonville, Orlando, Tampa and Miami, the said proposed budget of work and estimate of resources, together with a notice of the time and place when and at which the Department will hold the public hearing, at which time and place it will hear all complaints and suggestions offered by the public as to any changes in said budget.

BE IT FURTHER RESOLVED, That the chairman be and he is hereby directed to furnish to each clerk of the circuit court of the State two copies of said budget of work, together with notice of the public hearing above referred to, in accordance with the provisions of Section 1, Chapter 9312, Acts of 1923.

On motion of Mr. Perkins, seconded by Mr. Shands, the Department stood adjourned.

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Salesgirl—"How large is your dormitory?"—
Rammer Jammer.

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highways
- 2** Less
Maintenance
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public approval



Balance in road programs is the subject uppermost in the minds of highway officials throughout the country today.

Formerly highway funds were largely monopolized by construction of limited mileages of high-priced pavements, to the neglect of general maintenance and repairs, and without regard to the need for all-weather surfaces on the remaining mileage of highways.

Today public sentiment is swinging away from this limited allocation of funds. Today we find more development of secondary roads . . . more "stage construction" . . . more attention to maintenance and repairs of existing surfaces . . . more intensive thinking about economical methods such as "mixed-in-place" construction and surface treating . . . more State and County Highway Departments considering the specific interests of the people on secondary as well as primary roads.

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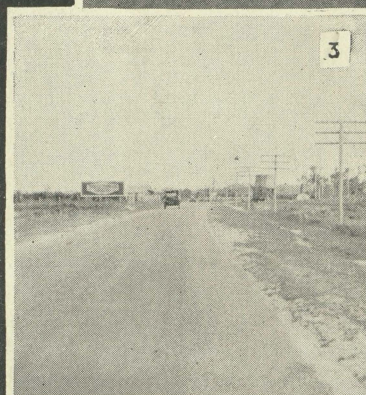
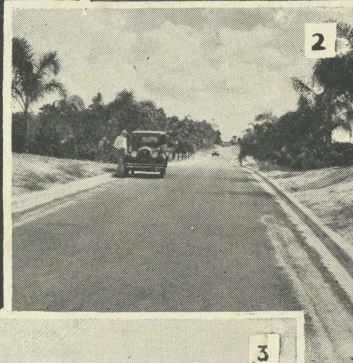
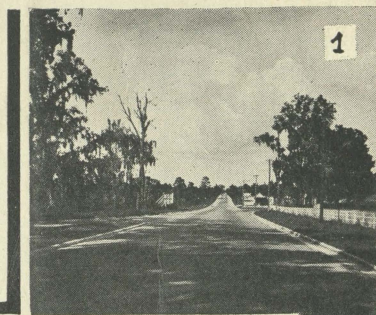
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It produces a tough, non-glaring, "non-skid" surface.



No. 1 32 ft. wide Ocala-Daytona Highway; 31 miles of "non-skid" Slag Surface Treated paving on 8-in. compacted Ocala limerock base; laid 1925.

No. 2 Photo shows section of Scenic Highway passing through Avalon Groves, near Orlando. In foreground stands Major Chas. A. Browne, highway engineer, under whose direction more than 235 miles of this tested type of low cost paving have been built.

No. 3 More than 1,250,000 sq. yds. of Slag Surface Treatment serves traffic in Alachua County. Photo shows section on main Jacksonville-Tampa Highway; in service since 1923.

Florida road builders have first hand knowledge of these facts. They have been written into more than 24,000,000 sq. yds. (2,260 miles) of Florida roads, much of which has been subjected to heavy traffic for five to ten years.



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